

Navy News

AUGUST 1978 5p

Bird's eye view of H.M.S. Ark Royal, now on her final deployment. During a break from operations in the Atlantic the Ark made a two-week visit to Fort Lauderdale, Florida. This picture of her departure was taken by CPO (Phot) Mike Gilbert.

Ark down South



Ark's still a fast lady —Page 9

WIVES' VOTES: HERE'S THE FORM

FISHING FOR COMPLIMENTS?



Here's a picture with a fishy flavour — although no one believes the tang was really as piquant as the expressions. The young ladies are Girls' Nautical Training Corps members from T.S. Carron, Stonehaven, who joined other visitors for a day on board H.M.S. Scylla when the frigate visited Aberdeen to renew ties with her adopted city. Among guests who toured the ship and watched displays were the Lord and Lady Provost of Aberdeen.

Service wives who have been critical of the arrangements by which they register as electors will have special interest in an announcement setting out the procedure to be included in the 1979 list.

Dissatisfaction was voiced over several aspects of the system which came into operation this year, and it is known that the names of many wives did not appear on the register. The new announcement makes it clear that forms are now to be sent direct from ships and establishments to the wives, some of whom said that they never received them from their husbands.

However, the wives remain as Service voters and the attestation requirement stays — both being points on which there was also some objection.

The 1976 Act of Parliament was designed to make it easier for Service men and their wives to vote, by relieving them of the civilian requirements to re-register every year.

Their names are carried forward from year to year when the annual register of electors is prepared, and will not be removed until the completion of a Service career. The first electoral register to reflect the new system was published on February 16, 1978.

Procedure

For those who did not register last year, a new Defence Council Instruction (RN 442) sets out the procedure for inclusion in the Register of Electors beginning on February 16, 1979.

All regular members of the Royal Navy, Royal Marines, WRNS and QARNNS and their spouses, are designated as Service voters, and are eligible to be included in the Register of Electors, provided they can give a qualifying address in the U.K., and are over 18 or will attain that age during the operative period (February 16 to February 15) of a particular register.

Continued in back page

Hanging about in London



Suspense was terrific at Tower Bridge on July 16 when Cpl. John Rowe, of the Mountain and Arctic Warfare Cadre, 45 Commando Group, Royal Marines, took a topsy-turvy view of London on a "death slide" publicity stunt for the Royal Tournament.

Picture: CPO(Phot) John Drew

THREE SHIPS FOR EGYPT

Three Royal Navy ships are expected to join the Egyptian Navy under a "package" deal now being finalised, including modernisation work in British shipyards.

Largest of the trio is the guided missile destroyer H.M.S. Devonshire, which has just completed her R.N. career with a visit to the Caribbean and a families day off Portsmouth. Speculation is that there will be work involving her hangar and flight

deck and that she will operate the Lynx helicopter.

The other ships named are the Cod War frigates H.M.S. Lincoln and H.M.S. Salisbury. The Lincoln has been on stand-by at Chatham, while the Salisbury recently handed over her bell to Salisbury Cathedral and sailed from Portsmouth to Plymouth to await her future. She is expected to sail for Egypt shortly.

(See Page 12)

POLARIS: TEN-TON TRIUMPH

Polaris, "top secret" section of the most silent part of the Service, was producing scores of national headlines as this edition of Navy News went to press.

Reports told of steps being taken to ensure that civilian industrial action over pay did not affect the Polaris Fleet's patrol programme. This included replenishment work by sailors as in Scotland H.M.S. Revenge prepared for patrol.

However, nothing could detract from the fact that her sister ship, H.M.S. Resolution, was completing the 100th patrol by an R.N. Polaris vessel, marking a decade of unbroken nuclear deterrence — a story which is told in the centre pages.

RECOMMISSIONING OF REPULSE

The scene at Rosyth dockyard, where early in July the *Polaris* submarine H.M.S. *Repulse* recommissioned after her second extensive refit.

The cake was cut by Lady Zuckerman (who launched the submarine in 1967), assisted by the youngest ratings from each of the crews — OS(S) Matthew

Taylor and OS(S) John Maguire, both nearly 18.

The commanding officers, Cdr. W. M. Logan (Starboard) and Cdr. P. L. Bryan (Port), and both ships' companies were all in favour of donating the cake to Victoria Hospital, Kircaldy, in appreciation of the care it has given to local Service families. Eventually the cake found its way to the children's ward.



DARING CLIFF LIFT BY HELO



A Royal Navy helicopter from H.M.S. *Daedalus* made a daring rescue by plucking one of the Army's top climbing instructors from the base of a cliff after he had fallen 100ft.

The soldier — Sergt. Chris Hawley — survived with a broken arm and leg and many bruises.

Sergt. Hawley was leading a team of five up the sheer wall of the 250ft. high Dancing Ledge Cliff, Swanage, Dorset, on July 16 when he slipped and fell on to a rock-strewn ledge.

He lay for two hours while two coastguard cliff rescue teams and an ambulanceman prepared him for the rescue.

Then (picture left) the 25-year-old pilot, Lieut. Mike Ellis, hovered his Wessex V search and rescue helicopter within inches of the cliff face while his diver, LACMN John "Loz" Coleman (30), was lowered with a stretcher and winched up with the injured man. Third member of the helicopter crew was POACMN Winston Alladin (29).

Sergt. Hawley was airlifted to Poole General Hospital.

Picture: Dorset News, Weymouth.

Buy early for Christmas!



Tugg Wilson's cartoon (above) is a genial reminder of a popular method of helping the First of June Appeal for Naval Officers' Charities.

"Market research" revealed overwhelming support for a giant raffle, and this has now been launched by the Chairman of the Appeal, Vice-Admiral Sir Desmond Cassidi, Flag Officer Naval Air Command.

Three brand-new Minis will go to the lucky ticket-holders in time for a special Christmas surprise.

Says Admiral Cassidi in a message via Navy News —

"Whether you support the Appeal by subscription, covenant, or buying lots of draw tickets (preferably all three!), you can be sure that your money is well spent in a cause that deserves our generosity."

A big 'Thank you'

The General Assembly of the Church of Scotland has asked its Committee on Chaplains to H.M. Forces to express appreciation to the men and women of all three Services for their work in local communities.

This resolution, unanimously approved at a recent meeting of

IN BRIEF

the General Assembly and now passed on to the Forces, makes particular mention of the Services' efforts during the firefighting emergency.

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Rear-Admiral J. M. Cox, Chief

SWOP DRAFTS

These ratings are anxious to exchange drafts and anyone interested should write to the applicant direct.

ALS (MW) F. H. Fuller, 1 Court, 25 Howe Road, Rowner 111, Gosport, drafted H.M.S. *Shetland*, Rosyth, mid-November. Will swap for any ship anywhere but Scotland.

REM1 A. L. F. Hunter, 3F Mess, H.M.S. *Jupiter*, Devonport. Will swap for any draft Scotland. Must be T/P trained.

LOEM R. Joiner, 12, Finch Road, Southsea, Hants, drafted H.M.S. *Newcastle*, November. Will swap for any shore base or ship in refit.

SEA(R) Easton, 2D1 Mess, H.M.S. *Fearless*, due long refit Portsmouth, November. Will swap for any (seagoing) frigate or G.M.D.

AB(R) Mackney, 51, Clarendon Gardens, Stone, Dartford, Kent, DA2 6EY. Tel. Dartford 74314, drafted H.M.S. *Euryalus*, Devonport, December. Will swap for any Chatham ship.

AP(O) HC3 P. J. Hill, Park House, H.M.S. *Dryad*, Southwick, drafted H.M.S. *Coventry* (P) October. Will swap for any Devonport ship.

LSA Wootton, 829 Sqdn., R.N. air station, Portland, Dorset, drafted submarines, H.M.S. *Dolphin*, November. Will swap for any Plymouth, Portland shore base or ship. Portsmouth considered.

LAM(AE) C. McAlpine, Cabin 12, Grenville Block, H.M.S. *Daedalus*. Will swap for any Portland or Yeovil draft.

ALS(R) M. H. Harris, 2N Mess, H.M.S. *Zulu*, Rosyth, due six month refit, September. Will swap for any Portsmouth or Plymouth ship similar situation.

POREL D. G. Holmes, POs' mess, H.M.S. *Vernon*, drafted H.M.S. *Argonaut*, December, refitting mid 1979. Will swap for any Portsmouth ship G.M.D., C.C., L.P.D.

REM1 P. V. George (Ship's Diver), Saumarez Block, H.M.S. *Nelson*, drafted Portsmouth FMG (Static) over six months. Will swap for any ship/shore base, Devonport area.

LOEM I. S. Bennett, 3F Mess, H.M.S. *Jupiter* until early 1980. Will swap for any Portsmouth ship.

LREM Wild, 5 Mess, H.M.S. *Salisbury*, drafted H.M.S. *Brighton* WEOW course, September 25-October 19, then to ship. Will swap for any non-WEOW draft.

EMA(A1) M. D. Gibson (AES), D10 Mess, H.M.S. *Daedalus*. Will swap for any Portland, Yeovilton or Culdrose draft.

RO1 (G) Holsgrove, C Watch, Mount Wise, drafted H.M.S. *Newcastle*, December. Will swap for any ship in refit, or shore base Plymouth or Portsmouth.

SEA(EW) K. M. Toms, TG5 Mess, H.M.S. *Dolphin*, Port Blockhouse, Gosport, drafted H.M.S. *Mohawk*, October, Chatham refit 1979, then Chatham based. Will swap for any ship due deployment.

LS(R) C. D. Ashton, 3GA Mess, H.M.S. *Arethusa*, DED Devonport, October, West Indies, May. Will swap for any Portsmouth ship or shore establishment.

AB(R) L. Hand, H.M.S. *Cygnets*, undergoing refit Rosyth. Will swap for any Devonport ship or shore base.

CPOSA D. Whiting, H.M.S. *Brighton*, Plymouth, refit and trials until late 1978. Will swap for any Portsmouth frigate or G.M.D. Type 12. Telephone Devonport Dockyard exchange, Ext. 2270 or Botley (Hants) 81205.

LRO(G) M. Chilvers, MHQ Pitreavie, Rosyth, drafted H.M.S. *Aurora*, Devonport, November. Will swap for any Rosyth ship.

LCK M. W. Phillips, 19, Froisher Drive, Saltash, Cornwall, drafted Portland, September 19. Will swap for any Plymouth shore base or ship in refit. Will relinquish rate for swap with cook's mate.

CREL A. Davies, FCPO and CPO Mess, H.M.S. *Collingwood*, drafted F.O.S.T. Staff, Portland shore billet over six months, October. Will swap for any Portsmouth shore base.

REA2 M. MacDonald, 18, Smith Road, Darports Wood Estate, Chatham, drafted R.N.W.T. New Waltham, October, over six months. Will swap for any Portsmouth shore base.

POCA T. B. Riley, 2L Mess, H.M.S. *Ariadne*, due to join STANAVFORLANT September. Will swap for any Devonport ship.

ROO (T) C. J. Abbott, 3M STBO Mess, H.M.S. *Sirius*, drafted FOSNI October. Will swap for any shore base in England.

ROO (T) N. Dade, H.M.S. *Cygnets*, drafted Flag Officer Portsmouth Staff September over six months. Will swap for any where in North, England or Scotland (except Faslane) even S.N.O.N.I.

OEMN1 R. A. Smith, CPOs' Mess, H.M.S. *Dryad* (F.G.R.), Telephone 22351, Estn. 6418, drafted to H.M.S. *Hermione*, Devonport, February 1979. Will exchange for any Portsmouth ship.

SEA(MW) G. A. White, H.M.S. *Laleston*, c/o H.M.S. *Vernon*, Portsmouth, drafted H.M.S. *Bildeston* due to join Rosyth 1st MCM, December. Will swap for any ship going foreign available for draft October, approximately 1½ years.

APOMEM K. C. Tartaglia (B.W.C.), Nile Block, H.M.S. *Nelson*, drafted H.M.S. *Bulwark*, starts sea trials early 1979. Will swap for any Plymouth ship or shore base, preferably frigate.

LSA D. J. Willis, 3R Mess, H.M.S. *Kent*. Will swap for any Portsmouth ship in refit or not on Far East deployment 1979.

LREM C. J. Highton, c/o Southern Club, H.M.S. *Collingwood*, drafted H.M.S. *Rhyl*, October, Chatham refit nine months. Will swap for any Chatham or Rosyth sea going ship.

LREM G. G. McConville, c/o Southern Club, H.M.S. *Collingwood*, drafted H.M.S. *Aurora*, Devonport, October. Will swap for any Portsmouth ship.

LRO(W) J. L. Smith, Comms Mess, H.M.S. *Arethusa*, Devonport October deploying May 1979. Will swap for any sea going ship in refit Portsmouth area.

POMEM G. Davies, POS' Mess, H.M.S. *Osprey*, Portland, Extn. 3309. Will swap with any Chatham shore based POMEM or PO on communal duties.

LRO (G) C. E. Morgan, c/o Mail Office, H.M.S. *Mercury*, drafted H.M.S. *Hecate*, October 30. Will swap for any Chatham or Portsmouth ship or shore establishment.

OEMN1 Startup, F.M.B. Devonport, drafted H.M.S. *Achilles*, Chatham, October. Will swap for any Devonport frigate.

CEM1 Fray, 3G Mess, H.M.S. *Zulu*, drafted H.M.S. *Dryad*, Portsmouth, October. Will swap for any Plymouth ship or shore base.

RS A. R. Marshall, drafted Portland Commem November 1980 (next due for sea service). Will swap for any Plymouth Communications billet or any foreign service accompanied draft. Replies: Post Commem H.M. Naval Base, Portland, Dorset.

CK S. Screen 3EZ Mess, H.M.S. *Ajax*, drafted H.M.S. *Osprey* end October will swap for H.M.S. *Royal Arthur*, Heron, Drake, Raleigh, or any other Plymouth shore base.

AB(R) M. Tedder, drafted H.M.S. *Jersey* (Rosyth) September. Any swap considered. Replies to 1, Hollyshaw Lane, Whitby, Leeds 15, Yorkshire. Telephone Leeds 601328.

OEM1 D. Johnston, 6 Mess H.M.S. *Ashanti*, deploying autumn and spring. Will swap for any Portsmouth or London shore establishment or Portsmouth day-running ship.

ALS(S) Clark, H.M.S. *Vernon*, drafted H.M.S. *Gurkha* January, 1979. Will swap for any Portsmouth ship or shore base.

WARSPITE VISITORS

Students from Norton Hill School, Midsomer Norton, Somerset, visited H.M.S. *Warspite*, the nuclear-powered submarine at present undergoing a period of repairs at Devonport dockyard.

of Staff to CINNAVHOM, presented the Mountbatten Wireless Trophy awarded for the most efficient Royal Naval Reserve communications unit to Nottingham C.T.C. It is the third time they had won the award.

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A 50-hour uckers match played non-stop by LOEM Pete Boldy, LOEM Alan Powell, LSA Brian Powdrill and LREM Taff Channel members of the Port Crew of H.M.S. *Resolution* raised £277 for the Spina Bifida Association. The marathon was sponsored by the ship's company of the *Polaris* submarine and by H.M.S. *Nepenthe's* Trident Club.

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Navy Minister Mr. Patrick Duffy, visiting service establishments in Malta, paid two visits to H.M.S. *Fearless*, which was visiting H.M.S. *St Angelo*, as part of her summer training deployment as the Dartmouth and Artificer Training Ship.

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When the submarine H.M.S. *Porpoise* paid a 'Meet the Navy' visit to Workington in Cumbria, the commanding officer of the *Porpoise*, Lieut.-Cdr. M. J. Sime, was presented with a special 'golden bitter bell,' to commemorate the visit, by Matthew Brown Lakeland Lager Brewery.

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H.M.S. Royal Arthur Training Staff (RATS) have a new eye-catching tie showing an owl and an eagle to depict the staff motto: "Hoot with the owl and soar with the eagle" — or play hard, work hard.

The badge on a blue background is available to all who served there in a training billet. To obtain the tie, costing £2, write to Lieut. T. Richardson, H.M.S. *Royal Arthur* and state when on staff and in what capacity.

Buzby joins the R.N.R.

Buzby — the Post Office's popular television bird — has joined the crew of H.M.S. *Claverhouse*, headquarters of the Forth Division of the Royal Naval Reserve at Granton.

The call to service came when the president of the junior ratings mess wrote to the Scottish Telecommunications Board asking if the mess could adopt Buzby as its mascot.

The Board, delighted to know the bird was so popular, arranged for a stuffed model of Buzby to be presented to H.M.S. *Claverhouse* during the ship's open day.

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Dr. Apel, Minister of Defence of Federal Republic of Germany, accompanied by Dr. John Gilbert, Minister of State for Defence, visited R.N. air station Yeovilton, where they saw a Lynx helicopter static display and a Harrier GR3 flying demonstration. They left for H.M.S. *Alacrity* in a Lynx helicopter of 702 squadron.

FILMS FOR THE FLEET

Right: Diana Quick is well to the fore as a nightclub singer in "The Big Sleep".

SENSATIONAL!

Shirley and Anne sizzle

Stunning acting by Shirley MacLaine and Anne Bancroft electrifies the screen in "The Turning Point", which was among this year's Oscar winners and which is one of the latest crop of films to be released to the Fleet by the Royal Naval Film Corporation.

Another film coming the way of Fleet cinemas is "MacArthur, The Rebel General" in which Gregory Peck portrays one of America's greatest heroes, the man who immortalized the saying "Old soldiers never die, they just fade away..."

The Big Sleep (AA) — Robert Mitchum, Sarah Miles, Richard Boone. Raymond Chandler's famous detective character Philip Marlowe moves through a timeless never-never land of eccentric, somewhat evil people in his quest to solve what at first appears to be a simple case of blackmail. ITC. No. 552.

MacArthur — Rebel General (A) — Gregory Peck, Ivan Bonar, Ward Costello. A biography of U.S. General Douglas

MacArthur from 1942, when President Roosevelt orders him to leave Corregidor before it is lost to Japan, to his death in April, 1964. CIC. No. 553.

Wages of Fear (AA) — Roy Scheider, Bruno Cremer. A deadly cargo of nitroglycerin which has deteriorated with age is transported overland by lorry more than 200 miles along twisting mountain roads. CIC. No. 554.

Audrey Rose (AA) — Marsha Mason, Anthony Hopkins, John Beck. A stranger tries to convince a married couple that their 12-year-old daughter Ivy is the reincarnation of his daughter Audrey Rose, who was killed in a car crash minutes before Ivy was born. United Artists. No. 555.

The Turning Point (A) — Shirley MacLaine, Anne Bancroft. A drama of the ballet: old rivalry, old envy comes back hauntingly when two women, old friends whose lives took separate paths, meet several years later. Fox. No. 556.



Cleo is a Yorkshire lass

GILLIAN DRIVES 'EM WILD!

Miss Harrogate 1978 — Gillian Wild — readily agreed to be H.M.S. Cleopatra's official pin-up when she visited the frigate at Hull and in between posing for photographers she was entertained in the wardroom and petty officers' mess. Her lucky companions in this picture are OEM Errol Manchip and STD Richard Lewis.

Although H.M.S. Cleopatra is due to go into refit in the autumn, plans are in hand to continue the happy liaison she has with the Yorkshire town of Harrogate. Invitations are already extended to members of the ship's company and sports teams to travel north for some traditional Yorkshire hospitality — the kind enjoyed during the Cleopatra's visit to Hull in June.

A team of six sponsored runners led by Lieut.-Cdr. James McRae started the visit when they arrived at Harrogate Town Hall on June 22, having covered the 200 miles from Portsmouth in three days.

The next morning the frigate berthed at Hull — the port chosen for ease of access to Harrogate, which has been linked with the Royal Navy's Cleopatras since adopting the Dido-class cruiser during Warship Week in 1942.

On June 24 the ship's company marched through the streets of Harrogate led by the first lieutenant, Lieut.-Cdr. John Stevens, and the Junior Band of the King's Division. The salute was taken by the Deputy Mayor, Councillor J. Brocklebank.

The Cleopatra's commanding officer, Capt. J. M. Webster, and members of the ship's company, visited the ship's two adopted charities, the Yorkshire Association for the Disabled St George's Home and the Springwater School for mentally handicapped children.

The two will benefit from about £500 raised by the sponsored run and during the Group Six deployment. The home for the disabled is to have a Cleopatra Room furnished with part of the funds and the school's share will go towards appliances to help pupils and staff.

GOOD RECEPTION



Gillian Miles, presenter of the B.B.C. Television South West news programme "Spotlight," received a souvenir picture of Sea King helicopters from 706 Squadron's commanding officer, Cdr. Roy Swales, when she visited R.N. air station Cuddestone to open the squadron's sports jamboree. The event raised £200 for Carn Brea, the squadron's adopted home for handicapped children at Redruth.



Music while you paint . . .

Painting the engine room became a little more bearable for some of the ship's company of H.M.S. Norfolk at Gibraltar when, for half an hour on June 18, they were reunited with their families in the U.K. The link-up was achieved over the international airwaves with a family request show broadcast simultaneously on Radio Victory, Portsmouth's

independent station, and Sound 21, the Norfolk's internal radio outfit.

From the vast numbers of requests received, the lucky few were played by Anton Darby in Portsmouth and Nicky Jackson in Gibraltar, aided by Richard Nankivell of the British Forces Broadcasting Service and REMN1 Neil Skinner.

Drafty's Corner

Just to show that even Supply drafting has its off days the following extract from Alistair MacLean's book "Captain Cook" may amuse you — or at least confirm your worst fears. Here MacLean describes the extensive preparations for the 1786 voyage of the Endeavour to those totally unknown regions East of the Cape in search of the mythical southern continent. 'But even in this, the most lavishly equipped and best-manned expedition ever to leave England, some little thing had to go wrong, and did. The man appointed to the position of Senior Cook turned out to have only one leg, a considerable drawback for a man at sea. Understandably annoyed, Captain Cook demanded that he be replaced at once. He was — by a man with one hand.'

Trouble in store . . .

Drafty has asked Cdr. R. A. WILSON, the Supply and Medical Drafting Commander, to write his piece this month.

Having been in the Supply and Medical drafting chair since last September it is perhaps time I recorded my impressions as a newcomer to drafting and discussed some of the current drafting problems.

SOUTHDOWN

a NATIONAL bus company

EVERY FRIDAY

Travel Warrants individual or in bulk accepted on these Services.



Newcastle Upon Tyne	£12.20	£7.15	Birmingham	£6.60	£3.90
Sunderland	£11.80	£6.90	Coventry	£5.80	£3.40
Middlesbrough	£11.10	£6.50	Warwick	£5.40	£3.15
Stockton-on-Tees	£11.10	£6.50	Barbury	£4.60	£2.70
Whitby	£11.80	£6.50	Oxford	£3.80	£2.25
Scarborough	£11.40	£6.70	Reading	£3.40	£2.00
Wetherby	£10.50	£6.15	Worcester	£3.60	£3.90
Hull	£9.90	£5.80	Gloucester	£5.40	£3.15
Goole	£9.00	£5.30	Cirencester	£4.60	£2.70
Doncaster	£8.40	£4.95	Swindon	£4.20	£2.45
Leeds	£10.20	£6.00	Marlborough	£3.80	£2.25
Bradford	£9.90	£5.80	Plymouth	£7.50	£4.40
Huddersfield	£9.60	£5.65	Newton Abbot	£8.80	£3.90
Sheffield	£9.00	£5.30	Exeter	£5.80	£3.40
Chesterfield	£8.40	£4.35	Easton	£3.80	£2.25
Nottingham	£7.80	£4.60	Portland	£3.80	£2.25
Leicester	£6.90	£4.05	Weymouth	£3.80	£2.25
Northampton	£5.80	£3.40	Dorchester	£3.80	£2.25
Blackpool	£10.50	£6.15	Wimborne	£3.80	£2.25
Manchester	£9.30	£5.45	Swansea	£7.50	£4.45
Warrington	£9.30	£5.45	Cardiff	£6.60	£3.90
Liverpool	£9.30	£5.45	Newport	£6.20	£3.65
Birkenhead	£9.30	£5.45	Bristol	£4.60	£2.70
Chester	£9.00	£5.30	Bath	£4.20	£2.45
Newcastle Under Lyme	£7.80	£4.60	Salisbury	£2.60	£1.55
Stafford	£7.50	£4.40	London	£4.00	£2.35
Preston	£9.90	£5.80			
Wolverhampton	£8.00	£4.05			

N.B. To all ships visiting Portsmouth — Special facilities to meet your particular travelling requirements can be organized at short notice — write, telephone or call Southdown Motor Services Ltd., Winston Churchill Avenue Portsmouth PO1 2DH — Tel. 22311



"That's what comes of having one bloke drafting both Supply and Medical ratings!"

and headaches on the medical desk!

tight and we will have absolutely no margin.

CATERERS

The Caterers, too, are in a shortage category while the branch continues to build up to full strength. To ensure that the branch builds up smoothly without bottlenecks and bulges in the advancement structure, numbers are controlled to grow towards the totals required. While this is happening we shall be below the actual numbers required. Although this is to your benefit in the long term, in the short term it does mean that whenever we have a fallover in a ship we will be faced with a drafting crisis.

COOKS AND STEWARDS

We have no particular problems concerning the Cook and Steward branches (except for the lack of Fleet Chiefs). As always we have too many preferences among senior rates for the number of West Country shore billets, so inevitably we have to dis-appoint some people. Other snippets are that we are currently lending a small number of junior cooks to the Royals at Lymington and we hope to lift the RMS on Leading Stewards by the end of the year.

As there are virtually no Chief Cooks or Stewards educationally qualified for Fleet Chief there is little prospect of being able to fill all the billets allocated to Fleet Chief Cook and Fleet Chief Steward in the foreseeable future. This situation is likely to become worse before it gets better, but meanwhile have broken new ground in having a Fleet Chief Cook accepted for a Seven-Five!

WRITERS

Overall, the branch is up to strength. However, because the outflow of CPO Writers has been greater than anticipated when the annual selection from Petty Officer

to Chief Petty Officer was made last September, we are now faced with a shortage of Chief Writers until the end of the year.

We are going to require at least 50 selections to Chief Writer at the next board so promotion prospects in the Branch look good.

WRENS

The integration of Wren's drafting with their male counterparts has gone smoothly and is working well. The Wren Cooks will be pleased to learn that their grumblings about no LFS billets have borne fruit and Flag Officer Gibraltar has said that he will be delighted to accept a Chief Wren Cook on his retinue. A billet at AFSOUTH in Naples is also being complemented for a Wren Cook. The MOD has also just authorised an additional Chief Wren Writer (P) billet.

The future of the Wren Steward (G) and Wren Welfare Worker branches are currently under active consideration in the MOD. Meanwhile recruiting for the Wren Stewards (G) is at a standstill and the branch continues to run down. Some transfers from other branches to Wren Welfare Worker have been authorised to maintain the current overall numbers in the branch.

MEDICAL

There are no major developments to report from the medical desk except perhaps that we have recently been having some minor drafting headaches due to reductions or re-allocations of a number of senior MA and MT billets. In R.N.H. Stonehouse for instance the FCMA billets have been reduced from three to one and FCMT billets from three to two. Inevitably this will mean some disappointment and the extraction of one or two hospital stanchions, but rest assured that we will do our very best to keep turbulence to a minimum.

The thing that has impressed me most is the immense care taken to be fair to the individual to ensure he receives equal treatment with his fellows while adhering strictly to the drafting rules. I have also been impressed by the care taken to consider every possibility before taking a decision which is clearly going to be unpopular.

There is no doubt in my mind that all drafting desks, not only in my section, take a very real pride in placing round pegs in round holes. We recognize that there is never room for complacency and situations change overnight with remarkable rapidity — particularly when a category goes from being in surplus to shortage.

STORES ACCOUNTANTS

In fact, this reflects something of what is currently happening in the Stores Accountant branch. From being in surplus a year ago — and thus generous in providing supernumeraries and being able to meet most individuals' preferences — we have found recently that because the requirement for SAs has increased, it is increasingly difficult to meet our complemented commitments let alone additional ones such as the requirement to man H.M.S. Bulwark.

There is also a requirement to train SAs at all levels to use the R.A.F. computer at naval air stations and to fill catering billets. No ship will suffer, but in the short term some shore billets — both professional and general — are going to cause us headaches. Hence the need to extract the odd CPOSA from the POSA's billet he was filling in the days of plenty when we could afford to let him do so because it was the only senior SA's billet in his preference area.

The message therefore is that for the next 9-12 months the drafting situation will be

Wotton marksmen sink fire debris

Fire parties on H.M.S. Wotton's upper deck direct their hoses at the fiercely burning Storjen, a 48ft. fishing vessel registered in Oban. But despite their efforts the Storjen eventually sank and the Wotton dispersed a subsequent oil slick and sank floating debris with machine gun fire.

The two-man crew of the fishing boat was rescued by a passing yacht just off May Island in the Firth of Forth. Before it was discovered the crew were safe, the Wotton, the Anstruther lifeboat and an R.A.F. helicopter from Leuchars had been involved in a search for survivors.

H.M.S. Wotton, the Fishery Protection Squadron's newest recruit, is based at Rosyth.



R. A. Wild. POMEM. H.M.S. Sultan. June 20.
A. V. McGowan. RO1(T). H.M.S. Lowestoft. June 25.
A. J. M. Staples. EA(A)2. R.N. air station, Culdrose. July 12.
G. J. Doggett. REM(A). H.M.S. Ark Royal. July 17.
R. Bell. Ex-MAA. June 28.

OBITUARIES

Norah Keenan. Ex-Chief Officer, WRNS. For 25 years hon. treas. of WRNS Benevolent Trust.

Appointments

The following officers were appointed ADC to the Queen from July 7:

Commodore P. I. F. Beeson, D. C. Matthews and K. C. D. Watson; and Captains P. W. Greening, M. C. M. Mansergh, S. A. Stuart, A. F. R. Weir, A. F. C. Wemyss, P. E. Bass, R. A. H. Dring, P. S. Jones and M. E. Lane.

Other appointments recently announced include:
Capt. R. G. Fry. File in command. December 21.
Capt. D. J. Mackenzie. Blake in command. January 3, 1979.
Cdr. W. C. McKnight. Leander in command. December 21.
Cdr. A. J. Bannister. Alacrity in command. January 4, 1979.
Cdr. M. F. Bird. Achilles in command. September 30.
Cr. M. B. Thomas. Tiger in command. October 6.
Lieut-Cdr. D. A. C. Poole. For Anglesey building December 5, and in command.
Lieut-Cdr. J. G. A. Lea. Kirkliston October 24 and in command.
Lieut P. J. F. Eberle. Cygnet November 21 and in command.
Lieut P. L. Wilcocks. Stubbington December 12 and in command.

MODEL RAILWAY

H.M.S. Collingwood held its first model railway exhibition at Thorngate Hall, Gosport Community Centre. The exhibition, which was opened by Peter Clark of Southern Television, was made up of 13 layouts, five built by club members.

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LEANDER IS LEGENDARY

Leander, the legendary lover of Hero, who swam the Hellespont every night to see her until he was drowned in a storm, has given his name to the most powerful and sophisticated frigates the Royal Navy has ever owned. One of these is the Ikara H.M.S. Leander, the sixth ship to bear the name.

Leander, a name which trips from the tongue, is easy to spell and unlikely to be confused, rings as right for the 20th Century as it did when it first appeared in the Navy List in 1780.

This Leander, a fourth-rate ship of 1,000 tons and 52 guns, earned a reputation for daring and courage. She distinguished herself against the French 74-gun ship, the Pluton in the West Indies; played her part in Nelson's attack against the Spanish at Santa Cruz de Tenerife and fought bravely in the Battle of the Nile.

It was on the homeward journey from the Nile bringing news of Nelson's victory to England that her luck ran out. She fell foul of the French 80-gun ship, the Genereux, which had a crew treble her size. After a bloody conflict lasting six hours, Leander finally surrendered.



H.M.S. Leander's badge consists of lotus flowers upon wavelets in green and gold, which represent the Nile, and an armed arm holding lance proper, the crest of Admiral Thompson, who as a captain commanded the first Leander. Her motto refers to the engagement with Le Genereux: Qui patitur vincit, which translated means: "Who suffers conquers."

four ship-to-air guided missiles which are fixed singly.

Built by Harland and Wolff Ltd., Belfast, to meet the challenges of the second half of the 20th Century, H.M.S. Leander, which first commissioned in 1964, carries a punch her predecessors could never have foreseen. Her commanding officer is Capt. Michael Clapp.

Dancing and fiddling

Recruiting advertisements have certainly changed in 164 years. A poster calling for men to join the second Leander, which commissioned in 1814, would not have been out of place in the script of a Hollywood pirate film:

"Who would enter for small craft, when the Leander, the finest frigate in the world, with a good spar deck overhead to keep you dry, warm and comfortable, and a lower deck like a barn, where you may play leap-frog when the hammocks are hung up, has still room for 100 active seamen and a dozen stout lads for Royal Yardsmen?"

"This whacking double-banked frigate is fitting out at Woolwich to be the flagship on the fine, healthy, full-bellied Halifax station, where you may get a bushel of potatoes for a

shilling, a codfish for a biscuit, and a glass of Boatwain's grog for twopence.

"The officers' cabins are building on the main deck to give every two a double berth below.

"Lots of leave ashore, dancing and fiddling on board, and four pounds of tobacco served out every month. A few

strapping fellows who would eat an enemy alive are wanted for Admiral's bargemen."

Whether the post would have pleased today's Advertising Standards Authority is arguable; but it is interesting to note that despite the apparent attractions of the station, the Admiral reported to the Admiralty that he had never seen so many cripples, criminals and boys congregated in one ship!

Facts and figures

Displacement: 2,800 tons.
Length: 372ft.
Beam: 41ft.
Draught: 15ft.
Aircraft: One Wasp helicopter.
Armament: Ikara surface-to-surface missiles, Seacat surface-to-air missiles, two 40mm guns.
Propulsion: Two sets of turbines driving through double reduction gearing producing 30,000 SHP.
Complement: 17 officers, 230 ratings.

Battle Honours: Nile 1798; Algiers 1816; Crimea 1854-5; Kula Gulf 1943.

Scapa Flow

Fourth Leander was a second class cruiser of 4,000 tons, which had ten six-inch guns and four torpedo tubes. Completed in 1882, her service was comparatively short. She was converted to a destroyer depot ship in 1904, and in this capacity served at Scapa Flow during the First World War.

The fifth was a cruiser of 7,270 tons carrying eight six-inch guns and eight torpedo tubes. She was completed in 1931. Her service before she joined the New Zealand division in 1937 included the Abyssinian war and the opening of the Spanish Civil War, when she went to the Canary Islands to protect British lives and property.

In sharp contrast to the five previous ships, the present

H.M.S. Leander is a fast, sleek and sophisticated all-purpose frigate, equipped with the most advanced systems and techniques of 20th Century technology to seek out and kill enemy submarines.

Her equipment includes the Ikara anti-submarine missile system, which she was converted to carry in 1972, advanced sonar techniques and a Wasp helicopter equipped with homing torpedoes.

The nerve centre of this complex warship is the operations room and its associated sonar control room, where a tactical picture of what goes on in the air, on the surface and under the waves, is obtained in a minimum of time.

To defend herself against attack from the air H.M.S. Leander has the Seacat missile system. Its two anti-aircraft missile launchers hold



PHOTO POSTCARDS

Postcards in the Ships of the Royal Navy series are obtainable from Navy News, H.M.S. Nelson, Portsmouth PO1 3HH, price 10p each inc. postage and packing (£1 per dozen), stamps, postal orders, or cheques. A standing order for the supply of each card on publication for 12 issues can be arranged on receipt of postal order or cheque for £1.60. Albums to hold 64 Navy News postcards are £1.50 each (including postage).

Only postcards of ships listed here are available.

Abdiel, Acheron, Achilles, Active, Adamant, Agincourt, Aisne, Ajax, Alamein, Albion (mod), Albion (pre-mod), Alderney, Amazon, Ambuscade, Andrew, Andromeda, Antelope, Antrim, Apollo (mine-layer), Apollo (Leander class, 1972), Apollo (1975), Ardent, Arethusa (pre-mod), Arethusa (mod), Argonaut, Ariadne, Ark Royal (mod), Ark Royal (pre-mod), Armada, Arrow, Ashanti (1972), Ashanti (1975), Aurora.

Bacchante, Barrosa, Beagle, Belfast, Bermuda, Berry Head, Berwick (mod), Berwick (pre-mod), Birmingham, Blackpool, Blackwood, Blake (pre-mod), Blake (mod), Brave Borderer, Brighton (mod), Brighton (pre-mod), Bristol, Britannia (pre-mod), Britannia (mod), Broadsword, Bronington, Bulldog, Bulwark (pre-mod), Bulwark (mod), Cachalot, Cambrian, Camperdown, Caprice, Carron, Carysfort, Cavalier, Centaur, Charybdis, Chevron, Chichester (pre-mod), Chichester (mod), Churchill, Cleopatra (pre-mod), Cleopatra (mod), Conqueror, Corunna (mod), Corunna (pre-mod), Courageous, Cumberland, Cygnet, Dainty, Dampier, Danae, Daring, Dartington, Defender, Defiance, Devonshire (1964), Devonshire (1974), Diamond, Diana, Dido, Diomedes, Dreadnought, Duchess, Dundas.

Eagle (mod), Eagle (pre-mod), Eastbourne, Echo, Endurance (1969), Endurance (1977), Engadine, Eskimo, Euryalus, Excalibur, Explorer, Exmouth, Falmouth, Fawn, Fearless, File (pre-mod), File (1975), Finwhale, First Fast Training Boat Squadron (Outlaw, Sabre, Scimitar on one postcard), Forth, Galatea, Gambia, Girdle Ness, Glamorgan, Glasgow, Gold Rover, Grafton (No. 1), Grafton (No. 2), Grenville, Guernsey, Gurkha, Hampshire (pre-mod), Hampshire (mod), Hardy, Hartland Point, Hecate (1967), Hecate (1976), Hecla, Herald, Hermes (pre-mod), Hermes (mod), Hermione, Hong Kong Squadron Patrol Craft (Wolverton, Beachampton, Wasperton, Yarrton, Monkton on one postcard), Hubberston, Hydra, Intrepid, Jaguar, Jersey, Juno, Jupiter, Jutland, Kent (pre-mod), Kent (mod), Kenya, Keppel, Kingfisher, Kirkliston.

Layburn, Leander (pre-mod), Leander (mod), Leopard (mod), Leopard (pre-mod), Lewiston, Lincoln, Lion, Liverpool, Llandaff, Loch Fada, Loch Killisport, Loch Lomond, Lolotun, London, Londonderry, Lowestoft, Lyness, Lynx (mod), Lynx (pre-mod 1), Lynx (pre-mod 2), Maidstone, Manxman, Naiad, Newcastle, Newfoundland, Norfolk, Nubian, Oberon, Ocean, Ocelot, Odin, Olmeda, Olympus, Owen, Onslaught, Onyx, Opossum, Opportune, Oracle, Orpheus, Osiris, Otus (No. 1), Otus (No. 2), Palliser, Penelope, Phoebe (pre-mod), Phoebe (mod), Plymouth (mod), Plymouth (pre-mod), Porpoise, Protector, Puma, Rapid, Reclaim (mod), Reclaim (pre-mod), Redpole, Relentless, Renown, Repulse, Resolution, Revenge, Reward, Rhyll, Roebuck, Rorqual, Rothesay, Russell.

Salisbury (pre-mod), Salisbury (mod), Scarborough, Scorpion, Scylla, Sealion, Sheffield (Type 42), Sheffield (cruiser), Shqilton, Sidlesham, Sir Geraint, Sirius (pre-mod), Sirius (mod), Soberton, Sovereign, Striker, Stromness, Superb, Swifsure, Taciturn, Talent, Tartar (pre-mod), Tartar (mod), Tenacity, Tenby, Tidepool, Tidesurge, Theseus, Tiger (pre-mod), Tiger (mod), Token, Torquay (pre-mod), Torquay (mod), Triumph, Troubridge, Trump, Tyne, Ulster, Undaunted, Undine, Ursa, Valiant, Vanguard, Victorious, Vidal, Vigo, Virago, Wakeful, Walrus (mod), Walrus (pre-mod), Warrior, Warspite, Whitby, Wilton, Woolaston, Yarmouth, Zest, Zulu.



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Why they were equal 'firsts'

gas turbine with no gearbox, the speed being governed by a variable pitch propeller.

R. G. Watts
Ex-CPO

Southampton

The 2009's main engine was Vickers gas turbine (code name GATRIC, and a modified Beryl aero engine).

G. M. Hudson

Halifax

The Editor thanks other readers who also wrote about the 5559 (ex-2009).

The answer to Mr. F. Chadwick's letter (June) about the first naval gas turbine vessel is that it was in fact MTB 5559, but she was the former MGB 2009, having been renumbered and reclassified when she became a floating test-bed in 1947.

The first vessel to rely entirely on gas turbine propulsion was Dockyard Harbour Launch No. 3964 in 1951.

In 1955, after extensive trials, gas turbines were installed in the Grey Goose, formerly a steam gunboat which won fame during the war when she was commanded for a time by Lieut.-Cdr. Peter Scott.

As to the origin of Uckers (Steward Loader's query), this naval version of the old parlour game of Ludo owes its naval name to the fact that when a player's counter in the messdeck version is overtaken by that of an opponent, the former is "hucked" back to base.

In 1954 the naval contribution to the Alamein Reunion was a game of "Grand Uckers" staged at Wembley, the board being 3,600 square feet and weighing more than a ton.

A Cecil Hampshire

Ruislip

The first naval gas turbine vessel had two 100 octane petrol engines (Packard) used for cruising and harbour work.

Her main engine was a Napier

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Or ask your Pay Office or F.P.O.



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War gallant sick berth men to be honoured

As the newly-appointed Director of Naval Medical Staff Training, I have decided to change the existing old ships' names of the messdecks in the Training Division, Royal Naval Hospital, Haslar, to the names of sick berth attendants decorated for gallantry or meritorious deeds during the two World Wars.

While names of eight sick berth attendants who were awarded the Distinguished Service Medal for gallantry during the Second World War have been found in back copies of the London

Gazette, no record of details of meritorious deeds by other sick berth attendants can be found.

It would be greatly appreciated if readers would let me have any information, stories, or photographs of members of the Sick Berth Branch who have been honoured for gallantry.

Photographs and other items would be returned if requested after copies have been made.

D. E. Mackay
Surg. Captain

Royal Naval Hospital,
Haslar,
Gosport, Hants.

LETTERS TO THE EDITOR

'Recognise' our abilities

Isn't it time that the trade certificates given out by the Royal Navy were made to the same equivalent as civilian certificates, for example T3, T4 and T5?

I left the R.N. as a chief control electrician, having done nearly 11 months PCTS on sonar during my last three -and - a - half years' service. At present I am employed as an electrical officer in the Merchant Service and am classed as uncertificated.

I have served with men who joined with T4 whose knowledge was way below mine, but because they have this certificate they get a lot more money.

It is, I think, time that the highly and more skilled Royal Navy technicians were given more recognition and given certificates that can compete with civilian ones.

W. Hynes

Saltash,
Cornwall.

Trade certificates, now replaced by job description forms, are issued to men leaving the Service for use with certificates of qualifications and history sheets for the guidance of prospective employers.

While the Navy trains only to

satisfy its own requirements, this training may in many cases gain recognition "outside" — and the Navy assiduously seeks to obtain it, we are assured.

One problem in the past has been in identifying a "package" of naval training which met with the academic and other requirements of the institution concerned. Many naval courses did not qualify because they were too short, and, in the main, the Navy has gained credit only for career courses of more than six months — explaining why artificers and mechanics tend to do well in this respect.

However, a wind of change is blowing in the educational world with the introduction of the Technician Education Council (TEC) certificates and diplomas (See article in page 8). These certificates are made up of "units," some of which can be spread over a period, and in this way it is hoped to gain credit for many of the short courses. — Editor.

The lady was a tramp

I must take issue with J. R. Arthur Wells (May) when he says that the second Ark Royal was an oil tanker.

The ship was a tramp steamer built for coal-carrying and was recommended for purchase by the Admiralty and conversion, late in 1913.

The late Dr. Oscar Parkes began the misdescription of "a former tanker" in his famous "British Battleships," and the error has been perpetuated ever since, but the builder's drawings clearly disprove this statement.

R. H. Nailer

Portland

Successful Soberton

Without wishing to belittle H.M.S. Jersey's commendable achievements ("Jersey Record" — May), we would like to mention that while serving together in H.M.S. Soberton in the Fishery Protection Squadron we made 16 arrests which resulted in successful prosecutions of illegal fishermen between January and December 1971.

P. B. Rowe (Commander)
Ex-C.O. of H.M.S. Soberton
C. G. Warren (Petty Officer)
Ex-Buffer of H.M.S. Soberton
H.M.S. Antelope.

Pensions — and why 55

Navy News continues to get letters from pensioners receiving much less than those who complete their service at the present time, and urging that pensions for similar service should have similar value.

In reply to the query, "Why should we have to wait until 55 before pensions are reviewed?" the answer given to Navy News is that until that age, pensions are not usually the pensioner's only means of support.

A fit Service man is in a position to, and often does, take a salary which normally keeps pace with the cost of living.

The law does permit, however, pension increases to be paid below the age of 55 to those Service men who were invalided or to ordinary pensioners who subsequently become incapacitated for full-time employment.

Let's have an emblem

As an ex-G.I. I fully support the suggestion made by G. F. Seymour (June) that an officially-recognised emblem be made available to all ex-R.N. personnel.

F. H. Hopwood
Plymouth.

Trophy time for R.N. bands



Parade display by the H.M.S. Collingwood band.

Aussie link

Mr. J. M. Norsworthy, PO Box 5, Gumeracha, South Australia 5233, believes that some members of his family may still be serving in the Royal Navy, and he would like to contact them.

His great grandmother, Sarah Elizabeth (nee Wright) was reared by an uncle and aunt, Mr. and Mrs. Roberts, who owned a pub near Drakes Cannon at Plymouth. She emigrated to Australia in 1864.

A record 11 bands comprising more than 300 musicians took part in this year's Royal Naval Volunteer Band Festival, held at H.M.S. Daedalus in July. They competed for the Commander-in-Chief's Trophy and three other awards, and attended from as far afield as Scotland and Cornwall.

First phase consisted of parade displays held during the afternoon, and in the evening came the concert performance for which there was a capacity audience of more than 500.

Principal guest was Vice-Admiral J. S. C. Lea (Director-General Naval Manpower and Train-

ing), who presented the trophies, and the adjudicator was Lieut. O. M. Heming, from the R.M. School of Music, Deal.

The C-in-C's Trophy for the best overall performance went to H.M.S. Collingwood, while the Bambara Trophy for the best-placed Naval Air Command band was won by the joint band of H.M.S. Heron and H.M.S. Osprey.

H.M.S. Neptune took the Rose-Morris Trophy for the best small band concert performance, and the Kenneth J. Alford Trophy for best drum major was shared by RE2 M. Smyth and OEA (App) C. Anderson, from H.M.S. Collingwood.



BARHAM BLOCK H.M.S. NELSON PORTSMOUTH PO1 3HH

Disrepute? No way, say the Forces' Wives

In reply to letters in the June issue about the Forces Wives' Association, we are in no way bringing the Armed Forces into disrepute. This has never been the intention of our association at any time.

We are for Queen and Country, and if the correspondent from Torpoint would like to get his facts from us, perhaps his wife would like to attend one of our meetings.

The growth of the F.W.A. proves that dissatisfaction among Service families is great.

E. Taylor
(Secretary, Forces Wives Association)

Torpoint.

Well said, L.Ck. Hall (June). I also have a mortgage due to the pusser's House Purchase Scheme, four children, a car, and a dog — all of whom want for nothing.

Bank advice ■ on problems

Recent reports of the doubling of bad debts in the Services may or may not be true, although I have personally seen little evidence of this, but may I make the point as strongly as possible that anyone in the Service with problems should go to his banker at once and get advice before his debts become serious.

If you have no banker yet — get the message!

R. G. Woods
National Westminster Bank Ltd
Chatham.

Those moaning Navy wives could do with a course in home economics.

Of course we are behind with our pay, but what about the million odd on the dole? Just stop and think how lucky you really are, Mrs. Jack.

R. E. Guyatt (LSA)
H.M.S. Devonshire.

Several letters have been received from pensioners comparing their Service time experiences with the

Yorkie from ■ Malta

While on holiday in Malta recently, I learnt that a great friend of 1939-45 matelots had passed away.

Yorkie, an ex-matelot from Goole, married a Maltese girl and settled in Malta after the First World War. He kept a guest house in Strait Street — the Gut — and used to sleep us for the night, clean our shoes and give us a cup of tea next morning for sixpence.

M. Howard
Ex-H.M.S. Orion
Redcar,
Cleveland.

"delights" of the present. Their interest is welcomed, but it is perhaps a better idea to let the serving Fleet sort things out for themselves — Editor.

But it's still ■ 'unfair'

If Jealous PO Wren (June) is one of the privileged first-class travellers on the ferry to Northern Ireland, she is at liberty to descend to the lower deck and find the fun she wishes.

Second-class Jack cannot do the same in reverse, and the unfair distinction remains.

A. H. Moreton
Saltash.

Mersey hopes for Ark

I would like to bring to your attention an article which appeared in the Liverpool Echo about H.M.S. Ark Royal. It would be regretful to find that all that was left of her was razor blades.

Michael T. Bishop
(Cadet PO).

Huyton Unit (191)
Sea Cadet Corps.

The article reports efforts by enthusiasts on Merseyside to save the Ark Royal and have the ship installed at Liverpool's waterfront as a tourism asset to the city.

The obstacle in the way of preserving the Ark Royal appears to be money. A public appeal linked with the current television repeat of "Sailor" would surely bring a massive response.

Christopher Stevens
Gillingham.

Differing views on Dudley North

Your book reviewer does less than justice to the memory of the much-maligned Admiral Sir Dudley North when he hints that "it is difficult to form an opinion" about the rights and wrongs of the Admiral's decision when six French warships passed through the Straits of Gibraltar in September, 1940.

It is surely high time that an admiral's good name and reputation were restored.

Bernard Campion
Plymouth.

The reasons for the sacking of Admiral Sir Dudley North have never been disclosed, but my

personal opinion was and still is that his dismissal was a very correct one.

R. G. Watts (Ex-CPO)
Southampton.

These are brief extracts from long letters. To continue a "trial" in this form would be most inappropriate, and it seems the right course to close this correspondence. — Editor.

Just . . .

The volume of correspondence about that famed dog AB Just Nuisance has continued to surprise and, to all who have now added their reminiscences, our sincere thanks.

One letter took issue with the "allegation" that the popular character eventually succumbed to drink. "He was very dear to all naval personnel and his death was caused through helping a sailor," wrote ex-CPO R. B. Vick, of North Cornelly, near Bridgend, who enclosed a copy of a clipping from his album which read:

"Just Nuisance lost his life in jumping from a lorry to the help of a sailor whose first trip ashore after long months at sea proved too much for him.

"He injured his leg and for five months lay an honoured patient in Simonstown Naval Hospital. And when he died the Commander-in-Chief South Africa issued a



general message 'Able Seaman Just Nuisance has died from thrombosis of the hind leg.'

With Mr. Vick's letter comes the picture (above) of Nuisance asleep on a hospital bed tended by a nurse.

HELP US FIND YOUR REPLACEMENT.

Finding new recruits for the Royal Navy and Royal Marines isn't just a case of signing up every young lad who comes along.

We need youngsters who are bright and keen and interested in the Service. To find them, we need men with experience and judgement. Men who can spot a promising young recruit underneath his long hair and his jeans.

If you are a FCPO, CPO, WO or C/Sgt RM, coming up for retirement, perhaps you would like to continue your naval service as a Careers Adviser.

You'd probably be based in one of the 62 Careers Information Offices.

As well as interviewing young men, you could be involved in local publicity work and liaison with schools and youth organisations.

You'll enter at the same rank that you leave the Fleet, and after three years you could be eligible for promotion to Lieutenant.

It's a responsible job, for as well as selecting new recruits, you must also give them an accurate picture of the Service they will be joining.

If you think you're the person to start young men on their new careers, and start on one yourself, details are available in DC1 RN 192/78. Alternatively, get an information booklet from your local Resettlement Officer or direct from the Directorate of Naval Recruiting, Room 103 AB (N) OAB, Old Admiralty Building, Spring Gardens, London SW1A 2BE.

ROYAL NAVY AND ROYAL MARINES CAREERS SERVICE.

ASSISTANCE TO AUTHORS

Mr. Walter Lord, c/o Penguin Books Ltd., 17 Grosvenor Gardens, London, SW1, is completing a book about Dunkirk and would like to contact anyone who was involved.

Mr. Ronald Morris, Girton College, Cambridge, would welcome information about the late C. B. Fry in his role as captain-superintendent of the training ship Mercury which used to be on the Hamble River. The information would help in the writing of a book.

Mr. R. J. M. Groves, Battaamsley House, Lymington, Hants, would like to hear from anyone who served in pre-war battleships and cruisers with photographs or information on the two-letter identification markings painted on turret roofs.

Mr. Peter C. Smith, 35 St John's Close, Needingworth, Huntingdon, Cambs, PE17 3TT, is researching into the history, techniques and operations of the 20th (Minelaying) Destroyer Flotilla in 1918 and 1939-40. Readers' help would be welcomed.

Mr. B. P. Fiddler, 74 Denwent Road, Warrington, Cheshire, WA4 6AZ, is researching the history of the Royal Naval Air Station Stretton (H.M.S. Blackcap) and seeks

help from former base personnel and aircrew of 767, 718, 1831 and 1841 R.N.V.R. squadrons.

Mr. John L. Hammett, 28 Bridle Close, Enfield Lock, Middlesex, is writing a book on experiences while serving in H.M.S. Unicorn during the Korean War. He would welcome information from readers who served in the Unicorn.

Mr. Albert E. Lloyd, 4 Mason Crescent, Penn, Wolverhampton, is seeking the loan of photographs of early Regulating staff in "frock coat" and wearing the early "naval police" insignia. He is researching into the early history of both the Engine Room and Regulating branches of the Navy.

Mr. Patrick Leahy, teacher of modern studies, Inverkeithing High School, Hillend Road, Inverkeithing, is writing a history of Rosyth and its Dockyard, and would be grateful for readers' assistance.

TECHNICIAN EDUCATION COUNCIL DIPLOMA

in MECHANICAL AND MARINE ENGINEERING
awarded to PETER JOHN SMITH
who studied AT HMS SULTAN, GOSPORT

The programme comprised the following

UNIT	LEVEL	GRADE
ENGINEERING SCIENCE	I	PASS
MATHEMATICS	I	EXEMPT
WORKSHOP TECHNOLOGY	I	MERIT
ENGINEERING DRAWING	I	EXEMPT
BASIC MARINE ENGINEERING	I	PASS
ENGINEERING SCIENCE	II	MERIT

Part of a specimen TEC Diploma. Awards like this are now being gained by R.N. personnel.

HERE COME THE TECs

A new milestone will be reached in the pursuit of national recognition for naval training when on August 16 the Chief Naval Instructor officer (Rear - Admiral J. A. Bell) makes the first awards of Technician Education Council diplomas to mechanics completing their qualifying course in H.M.S. Sultan.

The council was set up by the Government in 1973 to develop a national scheme of technical education and awards for technicians and to replace the Ordinary National Certificate and City and Guilds of London Institute Technicians' Certificates which will

be phased out by 1983.

Adopted quickly by the Royal Navy, the new TEC awards will apply to all artificer apprentices and mechanics who started course on or after September, 1976.

The TEC Diploma is seen as a qualification which gives wider recognition of naval training and is believed to be better for both the naval "technician" — the artificer and mechanic — and the Royal Navy.

An essential feature of the new scheme is that for each award the technician is recognized by the job he does rather than merely by a collection of "academic flags." Awards are achieved on completion of a programme of "units" of technical education, each of which is shown to be needed by the technician to carry out his particular function.

Lends itself

This approach lends itself well to naval training which has long since consisted of separate modules — mathematics, electrical machines, auxiliary machinery, etc. — and also the the rating structure in which the function of the artificer or mechanic is clearly defined by his category.

Awards under the new scheme are the TEC Certificates and the Diploma, which are roughly equivalent to the old Ordinary National Certificate, and the TEC Higher Certificate and Higher Diploma which are to replace the Higher National Certificate schemes.

The Diploma in each case is broader than the Certificate in that it contains many more units, although the TEC Certificate is a sufficient qualification for registration as a Technician (CE1) with the Engineers' Registration Board.

Possession of the TEC Diploma will, therefore, enhance the status of the artificer and mechanic in comparison with his civilian counterpart with a TEC Certificate.

First awards

The programme of naval education and training which have been approved as leading to the TEC Diploma are those followed at present; no change in training has been required

and naval standards have not been prejudiced.

Mechanics' programmes include credit for some units completed on Leading Rates' Course and at sea. The air-frame and engine mechanics at the Air Engineering School, H.M.S. Daedalus, were the first to qualify for a TEC award, but because of variation in timing caused by different patterns of training, the first naval personnel to be presented with the TEC Diplomas will be Marine Engineering Mechanician Qualifying course 142 at H.M.S. Sultan.

Assistance

The presentations will be made by Rear - Admiral Bell, who is a member of the Council of TEC, and who will be accompanied by the Deputy Chief Officer of TEC, Mr. Frank Fidgeon, who has done much to assist the Royal Navy in obtaining approval for TEC awards.

As to future awards, the first apprentices to qualify will be weapons engineering artificer apprentices at H.M.S. Collingwood later this month. Other sub-branches will complete the first award programmes within the next 18 months.

Advantages

Advantage to the Royal Navy of the TEC awards is that the naval "technician" will receive appropriate recognition with in the new scheme of national qualifications. Further, because the TEC award schemes are flexible, the programmes for the awards can be changed to meet naval needs and cope with changes in tasks and responsibilities which inevitably occur.

The awards may also be applicable to men outside the Engineering Branch and it is possible that further training for artificers and mechanics might be recognised for a TEC Higher Certificate.

It is hoped that introduction of this new award scheme to the Royal Navy will not only help recruitment but will also encourage a man to re-engage in the knowledge that he has a worthwhile national qualification to reinforce the valuable experience and technical training which he takes with him when he eventually leaves the Service.

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for the area in which you wish to register as soon as possible. It must be signed and dated by 10th October (15th September for Northern Ireland Constituencies) if your name is to be included on next year's register.

You should receive your registration forms by the beginning of September. If you do not, they can be obtained from Service Units or, in case of difficulty, from your local Electoral Registration Officer.

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Issued by the Home Office.

TO CAP IT ALL . . .



Spot the difference! Something about these H.M.S. Hubberton caps doesn't quite tally. Modelling the different versions are AB(MW) Mark Bury and AB(MW) Paul Gildersleve. A batch of wrongly-spelled tallies is a highly-prized item on board.

Picture: LA(Phot) Gordon Ford



Right — It's feeding time at Ocean World, Fort Lauderdale, as (left to right) MET Nobby Noble, MEM Scouse Ross and LSTD Bradley, all from H.M.S. Ark Royal, wait on the dolphins.

Cartoon: LA Chris Spittlehouse.

Ark's still a fast lady

H.M.S. Ark Royal can still wind on a fair turn of speed, as she showed when subjected to a full power trial shortly after leaving Port Everglades on her deployment to the United States.

Earlier it had been the turn of three Sea King helicopters of 824 Naval Air Squadron to be put through their paces. They transferred from the Ark to R.F.A. Fort Grange — in the area for hot weather trials — for intensive flying trials.

The Ark slipped her berth at Port Everglades on June 13 after two weeks of Florida sunshine and Fort Lauderdale

hospitality. Once clear of land she replenished liquids and stores from R.F.A.s Olmeda and Lyness.

The next day her aircrew engaged United States units in air defence and strike exercises, and during night flying programmes U.S. ships Robert A. Owens, Luce and Barry took turns to act as plane guard.

SQUADRONS FLEW OFF

Power trials behind her, the Ark disembarked her squadrons before arriving at Mayport for a six-week assisted maintenance. The Buccaneer and Phantom squadrons, 809 and 892, left for Cecil Fields naval air station to continue flying training, while the Sea

Kings and Gannets of 824 Squadron and 8496 Flight joined the SAR unit at Jacksonville.

The Ark entered Mayport wearing the flag of Rear-Admiral W. D. M. Staveley as FOCAS for the last time. Admiral Staveley's new appointment is to be Chief of Staff to C.-in-C. Fleet.

While at Mayport, the Ark was joined by the U.S.S. Saratoga, and both carriers were opened to visitors.

During the Ark's stay at Mayport many of the ship's company took leave and joined relatives and friends who had flown from the United Kingdom to Jacksonville, to join them for holidays in the United States.

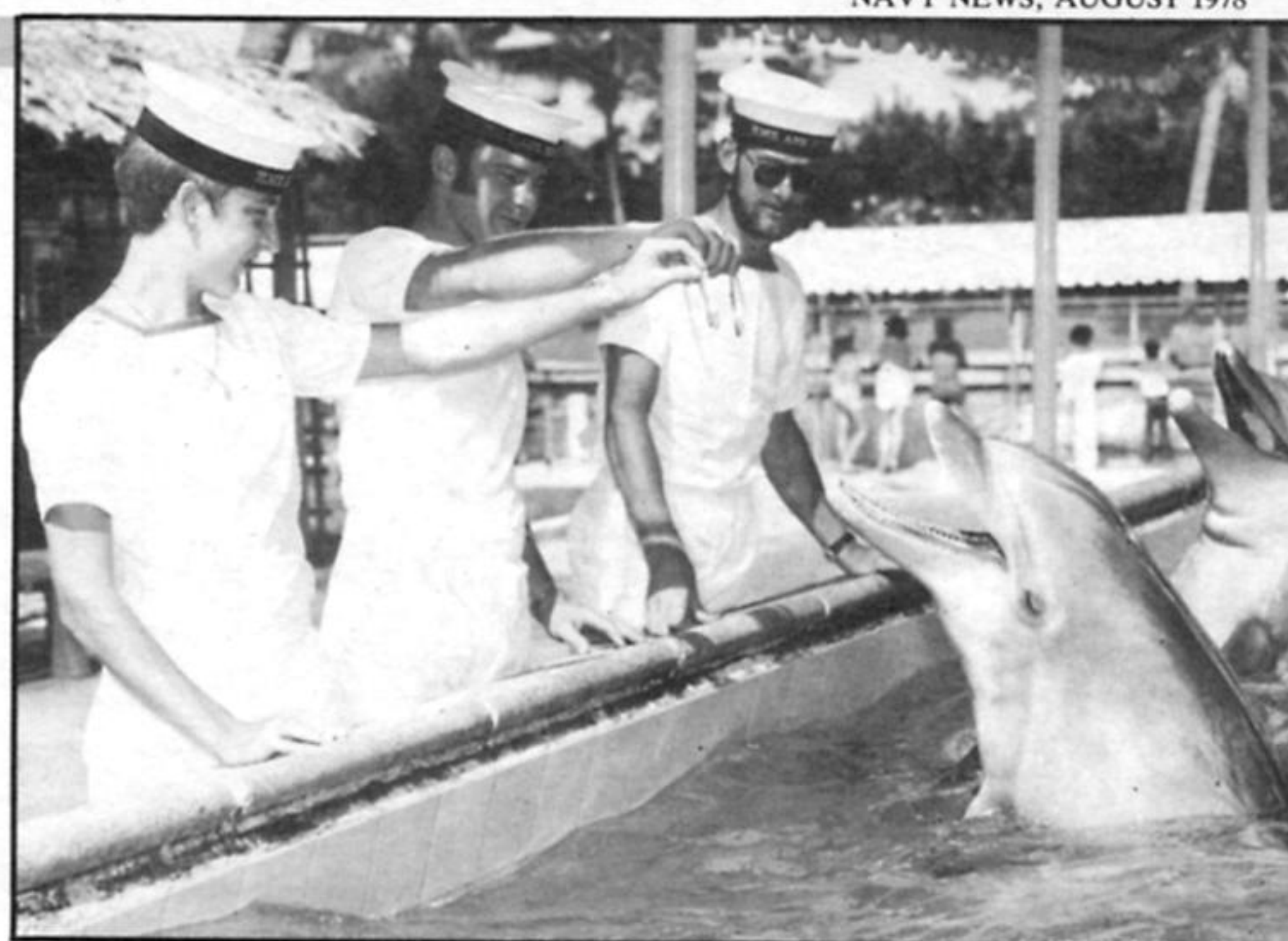
Waterway adventure

When H.M.S. Ark Royal went to sea, 52 members of the ship's company, led by Lieut.-Cdr. Peter Melson, spent ten days exploring the 310-mile stretch of Intercoastal Waterway between Fort Lauderdale and Mayport, a route travelled in 1973 by boats from the Ark.

The journey provided many exciting contrasts, from the millionaires' paradise at Palm Beach to the narrow channels of the Indian River, where mangrove banks shelter all types of wild life. Alligators, dolphins and sharks were sighted during the journey, but only the mosquitoes

took any live interest in the ship's company.

The ten-day trip allowed time to visit Peanut Island, to swim off the famous beach at Daytona, to explore the oldest city in the States, St Augustine, and to visit the space centre at Cape Canaveral.



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Falmouth clocks up 1/2 m. miles

H.M.S. Falmouth clocked up her 500,000th mile while on a recent deployment to the Baltic with other ships of the Third Frigate Squadron. The Rothesay-class frigate first commissioned 1961.

Before the Baltic trip, the Falmouth completed a period of intensive sea training at the end of a year in refit at Portsmouth.

HOSPITALITY

She took on fuel from R.F.A. Blue Rover off Karlskrona then sailed to Gavle for a week-end of Swedish hospitality and glorious sunshine. Next stop, in company with H.M.S. Diomedes, was at Turku, the only Finnish port open all the year round because of the constant use of icebreakers.

Last month the Falmouth visited her "home town" of Falmouth to strengthen her already close ties with the local authorities, hospital, and schools.

Most recent task for the frigate was to act as guardship at this year's Cowes Week.

Commendation

Because H.M.S. Hermes's sea boat had been damaged in a storm, a landing craft of the 9th Assault Squadron had to be used in rough weather to search for a man overboard.

Now the coxswain of the LCVP, Cpl. I. S. T. Walker of the Royal Marines, has received the C-in-C's commendation for his efforts in a successful operation carried out under difficult, and at times dangerous, conditions.



It seems nothing — not even an absence of sea — prevents H.M.S. Eskimo from visiting her adoptive town of Newton Aycliffe. On her second visit there recently using Hartlepool as base port, visitors and members of the ship's company commuted the 24 miles to and from the ship.

This in no way detracted from the success of the visit. Social and sporting events went with a swing. Even when the ship was open to visitors many of the 2,000 who toured the ship had travelled from Newton Aycliffe.

Highlight of the many sports fixtures was a netball match against a team of charming

Eskimo beauty!

ladies who somehow managed to hold the Eskimo to a draw. More charming ladies abounded at the civic reception, during which several members of the ship's company got to know Miss Newton Aycliffe, pictured here with four admirers. From left are LRO Duncan, LS Nell, MEM Freestone and LREM (A) Pennington.

Birmingham 'Freedom' cover

A philatelic cover has been printed to commemorate the granting of the Freedom of the City of Birmingham to H.M.S. Birmingham. The cover depicts the ship and her badge and carries the 8½p Silver Jubilee stamp. It is cancelled by hand and is available for 40p from Lieut.-Cdr. K. D. Fordham, 28, Heath Lawns, Catfield, Farnham, Hants PO15 5QB. Applications should include a stamped addressed envelope.

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NN/8/78

A close-up photograph of a sailor's arm. The sailor is wearing a blue t-shirt. On the bicep, there is a colorful tattoo of a ship's anchor with the words 'SHIPS ALE' written across it. The background is dark and out of focus.

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Whitbread Duty Free Trade Division

Fife to the rescue

While on passage to Amsterdam after five days at Aalborg, Denmark, H.M.S. Fife went to the rescue of a Lowestoft trawler on fire.

A boarding party of firefighters in breathing apparatus soon had the fire out, and the crew of MV Oulton Queen were able to return to the vessel from their lifeboats.

A team from the Fife patched up the trawler's switchboard, then the guided missile destroyer stood by until a vessel arrived to escort the Oulton Queen back to Lowestoft.

AMSTERDAM FLAGSHIP

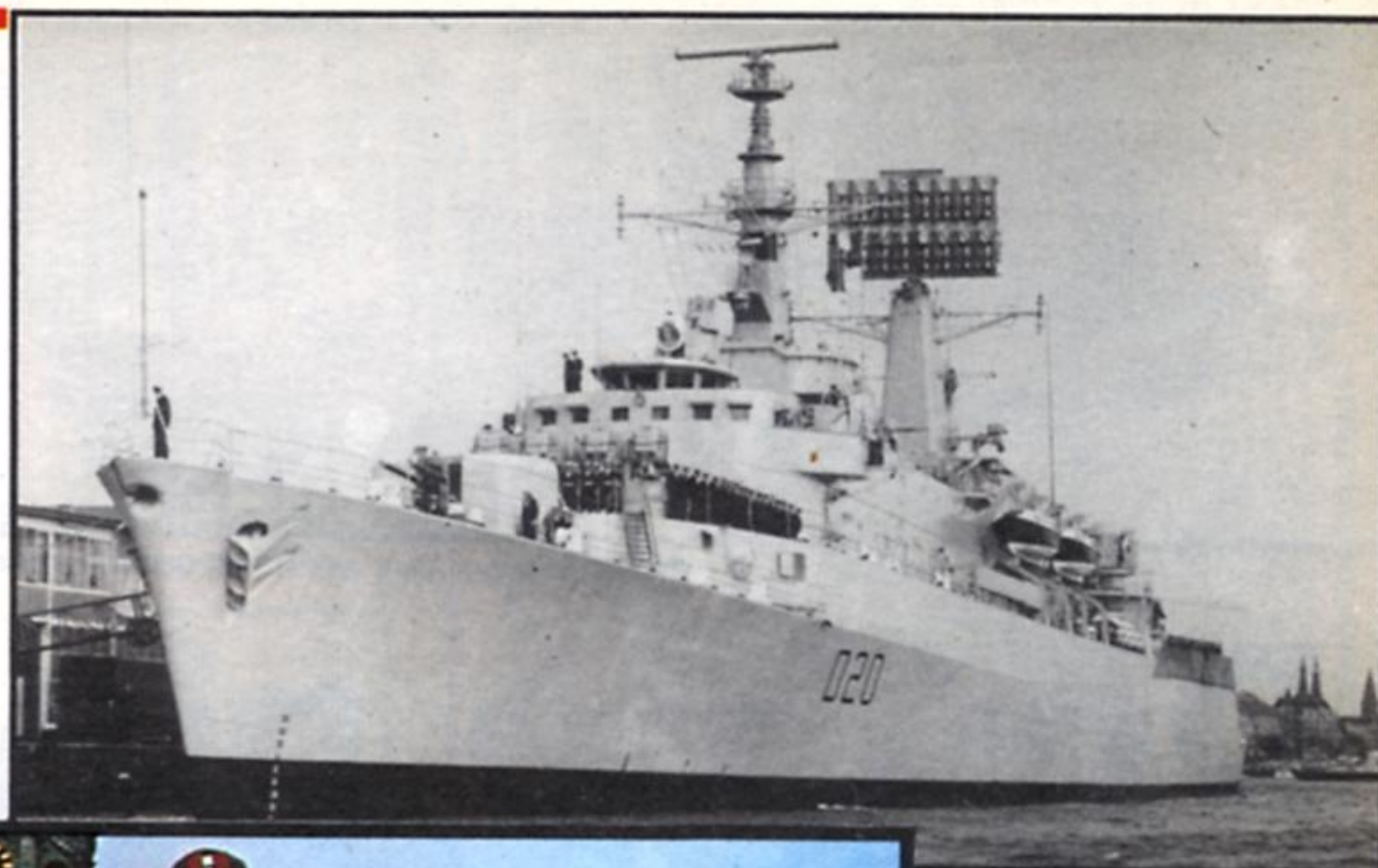
Emergency mission completed, the Fife sailed on to Amsterdam where she was flagship to the Commander-in-Chief Fleet, Admiral Sir Henry Leach, who held a meeting on board for NATO Chiefs of Staff. Present was the NATO Secretary General, Dr. Joseph Luns.

For the ship's company there was a brewery run ashore, canal trips, sports fixtures, and the opportunity to cycle round Amsterdam. The ship was also opened to visitors, as it had been on the very popular trip to Aalborg.

LOST IN BREMEN

Four of the ship's company hitch-hiked from Denmark to the Dutch port while the Fife was at sea, but only two got to Amsterdam in time to greet their ship. The other two got lost in Bremen and were a day and a half late!

Returning to Portsmouth from Amsterdam, the Fife carried out Seaslug firings.



Above — H.M.S. Fife prepares to leave Amsterdam.

Good thing he's friendly!

Left — It's a good thing the giant in the background is friendly, otherwise these lads from H.M.S. Fife might have needed rescuing, too. Sight-seeing in Amsterdam are (left to right) POEL Roy Spinney, RO1 Bruce Page, AB John Garthwaite, LREM Michael Baker, Std Barry Heighway, REM Paul Battersby, OEM Martin Hardy and MEM1 Peter Scott.

Pictures: LA(Phot) Iain Ferguson



NURTON IS FORCED TO COAL SHIP

"Coal ship" is an old naval activity with new meaning for H.M.S. Nurton. When a gale forced her to seek shelter at Ayr, she tied up next to the coal loading berth — and bathed in fine coal dust for a day.

Having eaten, drunk and breathed their fill of dust, the ship's company was thankful to escape to a new anchorage in the bay. There the entire company turned out to rid the superstructure of its black coal dust covering.

So the Nurton arrived spick and span at Faslane to prepare for Exercise Highland Fling, which marked the final two weeks of her deployment. Earlier, she had deployed to the Clyde and Irish Sea areas for minehunting, torpedo firing trials, and operations, and later to Northern Ireland.

CUT SHORT

A week-end at Douglas, Isle of Man, was cut short by the advent of an easterly gale, which forced the Nurton, in company with H.M.S. Lewiston, to run for shelter to the Clyde areas. And so to the coal dust saga!

On sailing south, the Nurton visited St Ives, Cornwall, for the first contact since town and ship formed an affiliation. A civic reception was held ashore, and the Mayor of St Ives and other councillors were embarked for passage to Falmouth.

The Nurton then proceeded to Portsmouth to start a refit.

Seven of the ship's company

returned to St Ives to do community work, and PO(MW) Dennis Volley raised money for the local hospital by completing a sponsored cycle ride from his home at Cowes, Isle of Wight, to St Ives.



Arrest and tow

H.M.S. Stubbington arrested a Spanish fishing vessel 40 miles south-west of Milford Haven, then had to tow her 20 miles because the skipper of the Gorricho refused to sail to Milford Haven.

Eventually he changed his mind and sailed into port under his own power. The Gorricho — from Bilbao — was subsequently fined £15,000 for illegal fishing.

Where do we stow this lot?

"Now where do we stow this lot?" could be what Lieut.-Cdr. John Wiseman, commanding officer of H.M.S. Beachampton, is thinking as these Gurkha recruits joined his ship and H.M.S. Yarnon for exercises at sea.

The recruits, under training at the Training Depot Brigade of Gurkhas at Borneo Lines, Sek Kong, embarked in the Hong Kong Squadron ships during a week of recreational visits at the half-way mark in their intensive initial training.

Only four of the recruits, from villages high up in the Himalayas, had ever seen a ship before, so all were issued with sea-sick pills before the warships left harbour.

Picture: PO(Phot) Jim Fletcher.

Royals in hot and cold water

Naval exercises in recent weeks have seen Royal Marines in action in hot — and cold — waters. Whisky Galore, for example, took 45 Commando Group to the freezing Outer Hebrides, while 40 Commando sweltered between Sardinia and Greece on Dawn Patrol.

Whisky Galore was a U.K.-Netherlands amphibious landing and field training exercise in the Outer Hebrides and Kyle of Lochalsh areas.

LANDINGS

H.M.S. Fearless and R.F.A.s Sir Bedivere and Sir Percivale transported HQ 3 Commando Brigade R.M. and 45 Commando Group for a series of landings against the elusive Gaelic Revolutionary Army (otherwise known as units of the Irish Guards!).

Main enemy was said to be weather, which could have caused serious embarrassment to brass monkeys. Unfortunately whisky, like the bombardment and air strike on South Uist and Benbecula, was purely notional!

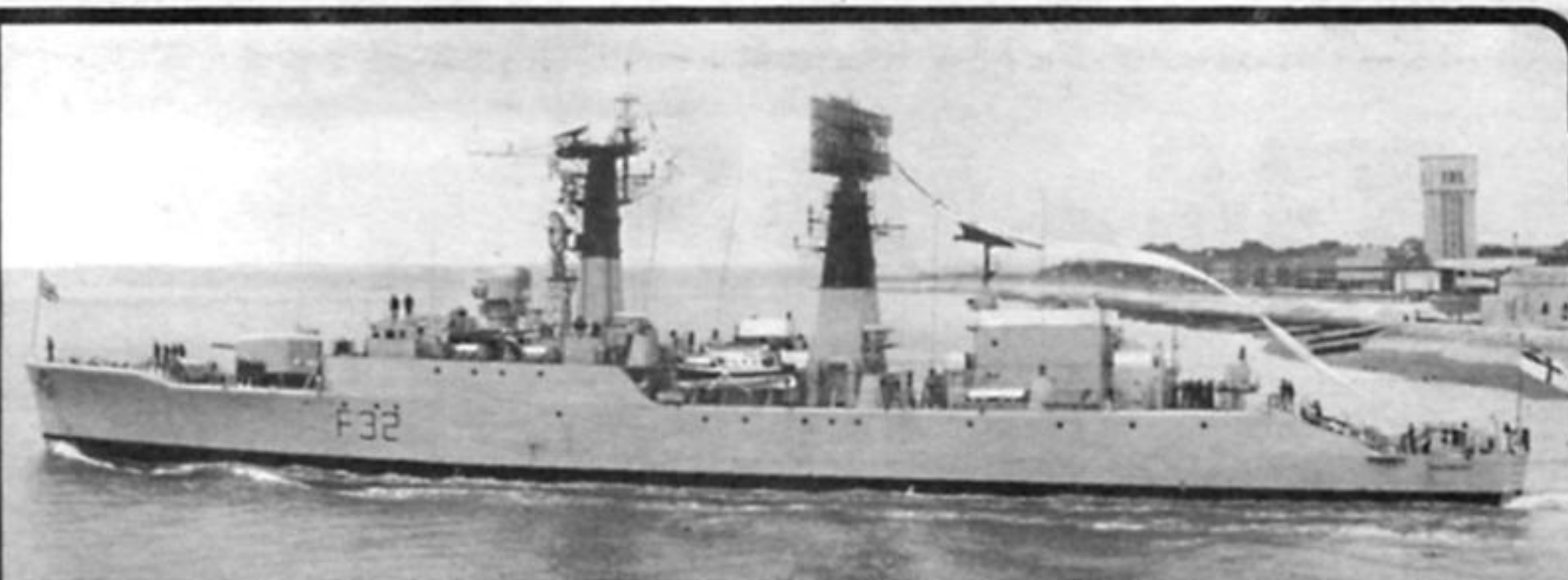
DAWN PATROL

It was altogether hotter on Exercise Dawn Patrol, for which three Scout helicopters from Brunei Flight 3 Cdo Bde Air Squadron R.M. were deployed with 40 Commando to Sardinia and Greece.

A 21-ship convoy of British, American, Italian and Greek vessels steamed to Greece for the main two-day exercise. 40 Commando and the Scouts made a dawn assault from the American LPH U.S.S. Guam, and were soon roasting in high temperatures on the treeless hilltops.



H.M.S. Devonshire (left) and H.M.S. Salisbury flying paying-off pennants.



Double pay-off



Princess Alexandra inspects H.M.S. Devonshire's Volunteer Band.

Picture: LA(Phot) Tony White

Princess Alexandra, who launched the guided missile destroyer H.M.S. Devonshire in 1960, went to sea with her on a farewell day in the Solent last month with 800 relatives and friends of ship's company members.

The ship was finally paying off from Royal Navy service at the end of July.

Only incident to mar the day was when the ship's Wessex helicopter ditched during a display. The crew escaped uninjured and were soon airlifted by SAR helicopter from H.M.S. Daedalus for check-up at R.N. Hospital Haslar. Later the helicopter was recovered by salvage vessel.

Earlier, the Devonshire had enjoyed a "final fling" round the Caribbean and for the Queen's official birthday in June visited Grand Cayman. After many months' hard work by the bandmaster, Colour Sergeant Trevor Lewis, the Volunteer Band were in fine tune and, with the 56-man guard and colour party, added flourish and colour to the local parade at Georgetown.

Back in the U.K., the ship visited Torbay for farewells to the County

of Devon, and she left behind souvenirs of her close links with the county of her adoption. Representatives of the ship's company were guests of Devon County Council at a luncheon at Exeter, and the ship's commanding officer (Capt. Andrew Buchanan) handed over the ship's bell and battle honours board for safe keeping.

On behalf of the ship's Welfare Committee, PO Trevor Toy presented a cheque to Dr. R. C. M. Haddon, who is leading an appeal to buy a £300,000 "scanner" machine for the Royal Devon and Exeter Hospital. It was the third donation the ship has made to the fund.



Picture: CPO(Phot) Tony Wilson

HEADING FOR EGYPT

Paying off pennant streaming, the frigate H.M.S. Salisbury sailed (top right) from Portsmouth for Plymouth at the end of her Royal Navy career. Now she is due to take on a new lease of life with the Egyptian navy.

Before leaving Portsmouth, ship's company members made a final visit to the city of Salisbury, where the com-

manding officer (Lieut.-Cdr. J. S. Chestnutt) presented the ship's bell to the Bishop for safe keeping in the famous Cathedral with the tall spire.

The frigate has produced a book containing photographs and articles by all her commanding officers and a limited number is available (price £2.50 each) from the first lieutenant.

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A PAGE FOR FAMILIES



Patricia goes Stateside

This summer has meant a Stateside trip for Patricia, wife of LWTR John Wilkinson. Making her visit to the U.S. during the Atlantic deployment of her husband's ship, H.M.S. Ark Royal, Patricia sailed from Plymouth in R.F.A. Lyness, calling at Puerto Rico, St Thomas (Virgin Islands), Fort Lauderdale and Mayport. Later Patricia, seen left with her husband on the Ark, was flying to Norfolk, Virginia, and then going on to New York to visit friends before flying home in August.



Father and son take to the air

Naval pilot Lieut.-Cdr. Charles Manning, who has served for 30 years and is now an instructor at H.M.S. Daedalus, went for a "joint service" flight in an R.A.F. Lightning piloted by his son, Flying Officer Simon Manning. Father has flown a wide variety of aircraft, including Phantoms; son Simon is on his first tour of duty with 11 Squadron at R.A.F. Binbrook, from where the flight took place.

ASPECTS OF LIVING — 1

THE ANGRY WIVES

Our feature on Gibraltar last month related some of the "sun and fun" aspects of a spell on the Rock, although no one was suggesting that life there was total paradise. As it happened, before the article saw the light of day some "angry wives from Rooke" wrote to Navy News about the housing situation there.

Mentioning that a recent married quarters list showed waiting time for junior rates as no longer than ten weeks, the letter said, "We have been living in the caravans for three months and have been told that we have a further month to wait at the earliest."

"We have also been told that the quarter will be sub-standard and that if we do not accept, our name will automatically go to the bottom of the list."

Saying that caravan occupants have to use communal toilet facilities, the letter adds, "These are not even for the private use of the caravan occupants, and passers-by just pop in."

Improved

On inquiry, it was soon clear that no claims are made that the quarters situation for Service families in Gib is ideal, but it is said to be much improved from only two years ago. Many families accept the option of taking a caravan so that wives can join husbands quickly.

Latest available information is contained in the published lists of MQ estimated waiting times, we are assured, but it is a fact of life that draft timings can cause the list to alter.

In Gib the position on the list is determined solely by the date the man leaves the U.K. As a rating reaches the top of the list he is offered the first suitable quarter available.

If this is sub-standard he can decline, provided another rating on the list is prepared to accept. The two then exchange positions on the list and the first rating waits until he again comes to the top. But this procedure can be carried out only once.

Of the present 276 quarters, 54 are classed as sub-standard. A rating who accepts one of these

can apply to move to a standard one after three months in a sub-standard quarter.

Regarding the communal toilet and bathroom blocks for caravan tenants, these are within the caravan site and, we are told, each tenant holds a key to the main entrance door. If the facilities are seen to be used by unauthorised people, the advice is to contact the married quarters office in H.M.S. Rooke straight away.

In fact, on any of these matters, the doors of the Families Services and MQ organisation are always open, we are assured.

Footnote: The quarters estimated waiting times list from Rooke as at mid-July was as follows: Officers, no waiting; senior rates, ten weeks; junior rates, three months; ratings' caravans, three to five weeks.



Stewart's day

A new playground for children has been opened at the H.M.S. Daedalus Caravan site, financed by the Caravan Site Wives' Club, which raised more than £170 in two-and-a-half months. Their money-raising efforts included a children's sponsored walk which produced £98.

The official opening ceremony of the playground was carried out by Mrs. Bastick, wife of the captain of H.M.S. Daedalus (Capt. A. J. Bastick).

In the picture three-year-old Stewart Hill presents Mrs. Bastick with the scissors to perform the opening ceremony.

ASPECTS OF LIVING — 2

THE FIGHTING WIVES

The "frustrations of the fighting wives" are mentioned by a naval wife who writes from Morayshire following the letter which appeared in June about a family who said they were "once bitten, twice shy" over letting their property as a hiring.

Outlining her family's circumstances, the correspondent from Scotland says they received £53 a month rent for their officer's hiring in Cornwall, on which they were charged tax for unearned income and had to pay rates and upkeep. In effect, they received about £8 a week for their brand-new, three-bedroomed fully-furnished house.

The tenants were paying the full married quarters rent, then £68 a month, so that the Department of the Environment were making a clear profit each month, she says.

"Finally, we had to sell our home to make ends meet because to have a home of our own while living in a MQ elsewhere was just beyond our means." Their house had been turned from a brand-new, above-average house into a "run-down uncared for property." Compensation for damaged items was clearly considered unsatisfactory by the correspondent.

"Had I left my married quarter in that state, I should have been charged dearly for it," she adds. "So many stories have been related to me, and I am inclined to believe the worst of the Ministry of the Environment."

"I have been married seven years and am now living in my ninth house — mostly married quarters. How much easier our way of life could be with a little more consideration from the authorities."

Royal roses from Sophie

When the Queen passed through H.M.S. Vernon to embark in H.M.Y. Britannia by Royal barge, she was presented with a bouquet of Queen Elizabeth roses by Sophie Mason, six-year-old daughter of Cdr. Tom Mason, the establishment's executive officer.

ASPECTS OF LIVING — 3

FURNITURE FURY

"There's better furniture (especially chairs) in ex-Government surplus stores than in my flat" — that was the gist of a note from a reader on the St Budeaux Estate at Plymouth, who asked, "Why should we have to live with old marked furniture when you can buy better second hand?"

The wife goes on to say she knows most quarters in Plymouth have good furniture "but that doesn't give those who haven't any comfort."

The answer is that there is a continuing programme to replace old furniture and this reader's part of the estate is due for replacement of living room furniture this year, hopefully in the autumn.

However, if she feels she cannot wait, she can write to the married quarters officer who will ask an estate officer to call and, if he agrees with her views, a new set can be supplied from maintenance stores.

JUBILEE RESPONSE

The sum contributed by the Royal Navy and Royal Marines to the Queen's Silver Jubilee Appeal was £14,275, and thanks have now been expressed on behalf of the Prince of Wales and his Appeal Council to all who responded so generously. In addition to this

... AND 4

First 'house — church'

A house-church, believed to be the first of its kind in the West Country, is one way in which the vicar of St Michael's, Yeovil, and the chaplain of R.N. air station Yeovilton hope to be able to improve their ministry on a

fast-growing estate which incorporates the Fairmead Road group of married quarters.

EXPERIMENT

It will form the basis of a shared experiment with the aim of bringing naval families and the local church closer together in worship and service to the community.

The three-bedroomed house, 29, Runnymede Road, was purchased by the church for £10,000. In addition to being a meeting place for people with different needs and interests, it will be a centre where chaplains and the WRNS adviser to naval families can be available.

Navy News

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● Life in Ulster was not without its lighter moments for the Royals, especially with the visit of Jackie Jones (sometimes to be found on page 3 of a well-known daily). Jackie went to Belfast to bring a little "Sunshine" into the lives of the Commandos and during a full programme went on mobile patrol, played volleyball,

Jackie moves to page 14

visited all company locations — and made many a marine's day.

QUARTET

● Pictured together in Belfast are two Ulster water "regulars," H.M. ships Vigilant (background) and Kingfisher (right foreground), with two visitors to Northern Ireland, R.A.F.V. Sea Otter (crewed by the R.A.F. from Plymouth) and H.M.S. Peterel (crewed by the R.N.R. from the Dundee area). The Vigilant has a small R.M. contingent and, to make the occasion truly joint service, each ship carried representatives from Army units in Ulster.



Farewell, Belfast

The sights and sounds of Northern Ireland 1978 will form an indelible memory down the years for members of 41 Commando Royal Marines, who have just completed a four-month tour of duty there.

It was farewell to Belfast when they sailed at the end of June just a year after reversal of the decision to disband the Commando. The unit was declared operationally ready at the end of December — and within six months the first operational tour was successfully completed. In Ulster 41 Cdo were responsible for the Springfield Road area of West Belfast, a locality of about 3½ square miles with a population of some 36,000, and including the Falls Road and Royal Victoria Hospital.

Role of the Marines was to support the Royal Ulster Constabulary, and they maintained a high level of operations, including foot and vehicle patrols, check point duty, and search work. At the same time great emphasis was placed on talking to local people wherever this was possible.

Average working day for the Marines was between 12 - 18 hours, but this was often more for specific operations. All ranks had just five days off outside the province during the tour.

Entertainment included two welcome appearances of the Combined Services shows and the R.M. Bands of the Commando Forces and the Flag Officer Scotland and Northern Ireland.

Relieving 41 Cdo were 42 Cdo, starting their eighth tour of duty in Northern Ireland.

● Right: While members of 41 Commando carry out foot patrol near the city centre of Belfast, a young soccer enthusiast practises footwork of another kind.



Picture: Tom Dennis

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GET WISE ON DCIs

The aim of this regular feature is to give a general impression of the new Defence Council Instructions affecting conditions of service, but in the event of action being taken the full original text should be studied.

JOIN THE 59 CLUB

Lifejacket caution

The new inflatable lifejacket is shown in the Naval Ratings' Handbook having the hood and face shield down (page 68). To copy this picture while abandoning ship could be dangerous.

"To avoid any mishap within the Fleet," warns the Admiralty, "it is essential that the hood and face shield of the General Service Life-jacket Mk IIL are kept in the stowed position until water entry is achieved."

☆ Fire probes

A special investigating team is to visit the scene of all significant fires in H.M. ships and submarines, when the vessels are readily accessible in the U.K.

The purpose is to study the behaviour of materials involved in the fires, before essential evidence has been destroyed or removed.

Information gained will be of value to the Fire Characteristics of Materials Committee when assessing the acceptability of materials for the construction of ships.

The team will have no standing in relation to any official inquiries into ship fires and their cause.

DCI (RN) 423

☆ Shooting

A sub-committee is to be formed to review the rules for the various events forming the R.N. and R.M. Queen's Medal shooting competition.

DCI (RN) 390

☆ Awnings

As more ships are being fully air-conditioned, there is less need to provide them with awnings. Restrictions which are to be applied will mean, as an example, that a Leander frigate will have only one awning (for the flight deck).

DCI (RN) 391

☆ Safety

Applications for non-Service training under the Health and Safety at Work Act are being co-ordinated by the Commander-in-Chief Naval Home Command, who is also going to investigate whether it is economic to provide Service training in lieu of civilian training (with negotiation of the necessary national recognition).

DCI (RN) 445

Earlier this year, revised conditions were announced for the award of the Long Service and Good Conduct Medal. At the same time the Meritorious Service Medal was reintroduced into the Royal Navy and the Royal Air Force.

A further official statement now sets out the implications of the changes in respect of the Royal Navy, Royal Marines, Queen Alexandra's Royal Naval Nursing Service, and the Women's Royal Naval Service.

One effect of the new regulations will be that eligibility for the LS and GCM will be on completion of 15 years' service from the age of 17½, instead of 18 as before.

The MSM award is not routine, the number being limited in each year. The number in the case of the Navy is 59 per annum. Those selected must not only have continued to maintain conduct appropriate to the LS and GCM, but must also have demonstrated "meritorious" service in a wider sense.

DCI (RN) 417

☆ Available

New supplies of Marine Sound Signal Mk 4 are now available for supply to the Fleet.

DCI (RN) 363

☆ Prizes

The Fleet Air Arm's Admiral Sir Dudley Pound Prizes for 1977 have been awarded to Lieut. D. H. Durston, Sub-Lieut. S. N. Hargreaves, and Sub-Lieut. M. J. Tidd (pilots), and Lieut. K. S. Manchanda (observer).

DCI (RN) 386

☆ Complaints

Service personnel are "members of the public" should they ever believe they have reason to lodge a complaint against the Ministry of Defence Police Force stationed in England and Wales. The setting up of the Police Complaints Board and the right of complaint was introduced by the Police Act 1976.

As from June 1, 1978, the Police Complaints Board have entered into an agreement with the Defence Council to exercise their functions in relation to complaints against members of the MOD Police.

DCI (RN) J 428

New branch formed

A new and separate branch entitled "The Communications Technician Branch," with technician status and rates of pay, has been set up.

Revised titles of individual rates, and the advancement and training pattern of the new

branch, are fully explained in the announcement.

Applications to transfer to the new branch may be made by suitable able rates or leading rates of any branch except artificers, mechanics or medical technicians.

Able rates must have passed provisionally, or professionally for leading rate in their present branch.

Communication technicians, in common with artificers and mechanics, will not wear any branch badge.

DCI (RN) 434

☆ Commended

The Queen's Commendation for Valuable Service in the Air has been awarded to Lieut. Michael Spencer, R.N., for gallantry and outstanding leadership while pilot and captain of a Wessex helicopter of the Royal Air Force.

In darkness and adverse sea and weather conditions, he was responsible for the transfer of a sick crewman from his ship to hospital. Although not currently practised in air-sea rescue operations, "such was Lieut. Spencer's application to the task in hand that, despite the dangers of the situation, the rescue was effected expeditiously and safely for all concerned."

DCI (RN) 385

☆ Observers

The Henry Leigh Carslake Prize for observers of the Fleet Air Arm has been awarded to Lieut.-Cdr. W. B. Harper, and the Herbert Lott Naval Trust Fund Prize for pilots to Lieut.-Cdr. D. G. Stokes.

DCI (RN) 415

Home-made explosives warning

Playing about with home-made explosive devices is a dangerous pastime, and an official announcement calls attention to a recent serious accident.

A rating lost an eye through the construction of an explosive "cannon" from a "high rupture capacity fuse." The fuse had been taken apart, match heads were then tamped down inside the fuse, and heat applied.

"All ratings are to be warned," says the statement, "that such action is extremely dangerous and is totally prohibited."

DCI (RN) 430

☆ Warnings

Although the Hydrographer of the Navy is responsible only for NAVAREA 1 (north-east Atlantic) in the issue of radio navigational warnings under the co-ordinated world-wide scheme, he will re-issue selected important warnings from other areas.

This is to ensure that H.M. ships receive navigational warnings while operating in the other areas.

DCI (RN) 361

☆ Efficiency

The 1978 Sick Berth Petty Officers Efficiency Medal has been awarded to POMA G. F. Harris.

DCI (RN) 432

☆ Gallantry

Acting Sergt. S. K. Rimmer, R.M., has been awarded the Queen's Gallantry Medal for services in Northern Ireland.

DCI (RN) 399

☆ Rebate

Naafi extra rebate for the year ending April 30, 1977, has given a £92,000 "lift" to Service charities and recreational funds. The share-out was: Fleet Amenities Fund, £36,800; R.N.B.T., £35,144; W.R.N.S. Benevolent Trust, £1,656; and Commands, £18,400.

DCI (RN) 400

Portable P.A.s

Ships of frigate size or larger are to be provided with a portable public address system.

DCI (RN) 412

Oyez! ... Oyez! ...

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SALVAGE AWARDS

Salvage awards have been made to the following:—

H.M.S. Eastbourne: for services to the motor vessel St Angus on July 21, 1975. Value of each share £1.50. Boarding party awarded double normal share entitlement.

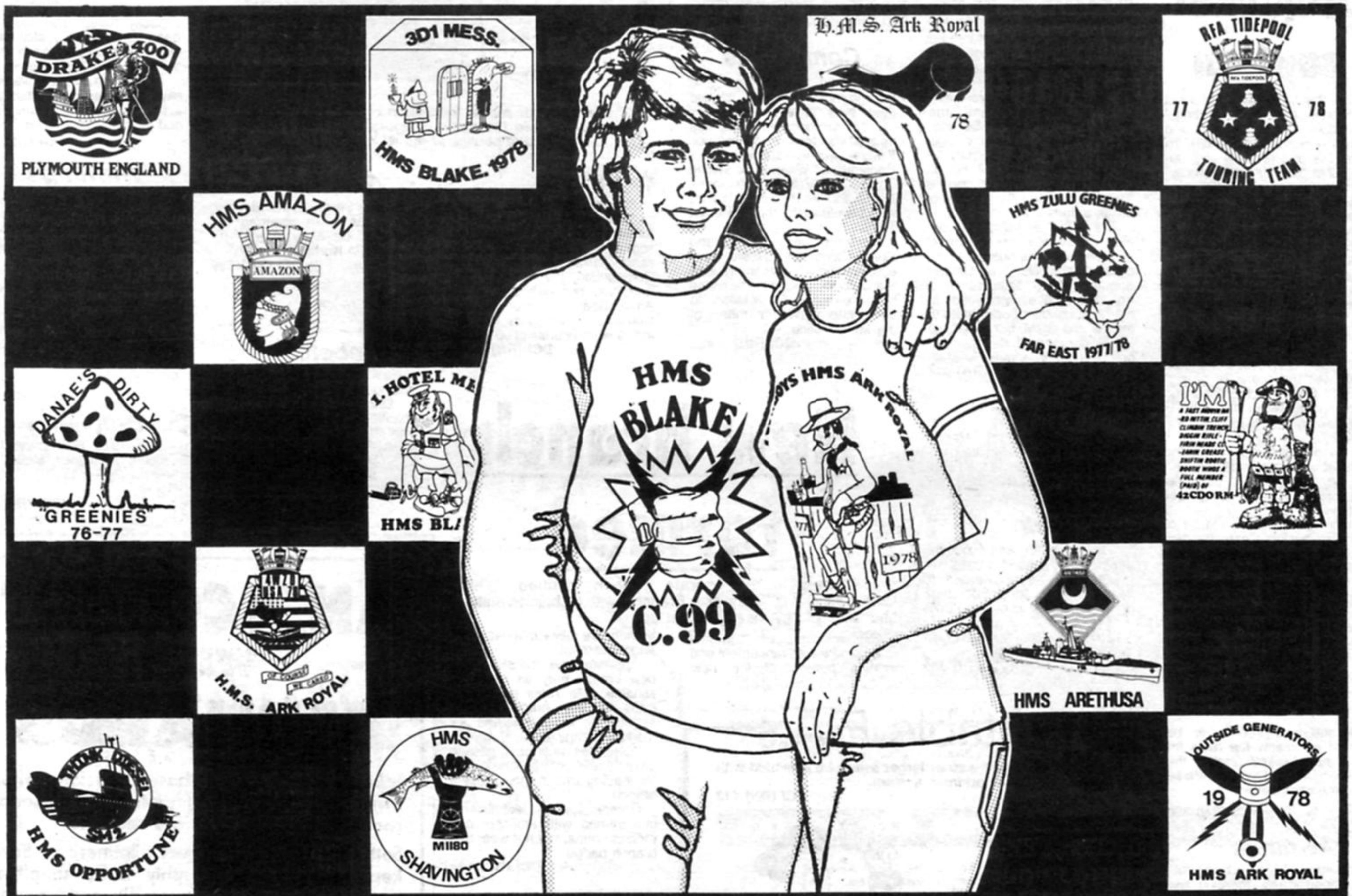
H.M.S. Kellington and H.M.S. Upton: for services to the motor fishing vessel Bracondene on June 30, 1975. Value of each share £3.06 (Kellington) and £2.74 (Upton). Normal share entitlement doubled for commanding officer and boat party from the Kellington, and trebled for the combined fire-fighting party.

H.M.S. Highburton: for service to the motor fishing vessel Village Maid on September 10, 1975. Value of each share £7.08.

H.M.S. Plymouth and H.M.S. Sirius: for services to the motor vessel Lado Maihue on December 18, 1972. Value of each share £2.20 (Plymouth) and £1.00 (Sirius). The combined boarding party and pumping party from the Sirius awarded one-and-a-half normal share entitlement, and the respective boarding officers double normal share entitlement.

DCI (RN) 388, 402, 418, 419

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(CAPITAL LETTERS PLEASE)

UP goes efficiency DOWN goes morale

JANE'S EDITOR'S VERDICT

Praise for the Royal Navy's training efficiency, and a swipe at pay anomalies and the effect of shipyard strikes, are included in the foreword by the Editor of *Jane's Fighting Ships*, Captain J. E. Moore, in the latest edition.

Britain has continued a naval programme (he writes) despite the increasing incidence of unofficial strikes, the opposition of the Government's Left Wing, and consequential delays.

The evidence of "under spend" continues, not through inadequate budgeting, but through the perennial problem of completion dates "sliding to the right."

Thus the Royal Navy gets less for the allocated funds than it should — funds which are desperately needed as some of the Leander class frigates pass their fifteenth birthday, as the Porpoise class submarines reach the end

of their years, and over 20 other frigates move towards retirement or deletion.

Not only is this need shown among the major fighting ships, says Captain Moore. Only two of the Royal Navy's minesweepers are under 20 years old, while the Hydrographer of the Navy, with over four-fifths of the oil-rich North Sea alone needing adequate survey, has retained a quarter of his meagre force of eight ships only by making them pensioners of the Shah of Iran for service in the Gulf.

Meanwhile, despite the changes of mind of

the politicians and the shipyard workers which hold back the building programme, the men of the Fleet have reached an advanced pitch of professional ability as new training ideas bear fruit.

The resultant efficiency, adds the Editor, can only be impaired by a sag in morale as these splendidly prepared and competent young men find their families suffering from pay anomalies and while they reflect on the fact that the whole structure of the Fleet depends not only upon Government support, but also on the industrial efficiency and willingness to work of their countrymen ashore.

This new edition of *Jane's* (price £31) is described as having more than 1,000 new illustrations accompanying a totally revised text, in which the United States Navy section has been produced in a new format. It is published by Macdonald and Jane's.

ABOUT BOOKS

FLOWER POWER FLEET

(WITH NO PLACE
FOR A PANSY)

The crowned lady falling on her backside into a puddle was the device painted on the gunshield of H.M.C.S. Wetaskiwin (Wet-ass-Queen) — a design which would have been the despair of the Royal College of Heraldry, but which boldly reflected a slice of the Allied maritime forces who helped to win the Battle of the Atlantic against the U-boats.

This was no pukka navy, but a collection of students, clerks and farmers, enjoying a faintly comic but jealously-preserved attitude of enlightened amateurism.

One of them has written a lively tribute in a style which, if not embellishing the facts, brings out every crack of dash and humour.

"The Corvette Navy," by James B. Lamb, published by Macmillan (price £4.95) is described as "true stories from Canada's Atlantic war," in which the vehicle had a background as fascinating as that of the men.

Winner

When the Second World War was imminent, the Admiralty turned to the Middlesbrough shipbuilders, Smith's Dock Company, for an emergency design of escort vessel.

They produced a winner, based on the lines of a whale-catching vessel, 205ft. long, single screw, maximum speed 16 knots, and the remarkable endurance of 4,000 miles at 12 knots on only 200 tons of oil fuel.

The type was named "corvette," proving itself able to turn on a dime, keep going in the storms, and to have endless versatility.

Suspect

Says the author, "right from the start there was something suspect about corvettes in the eyes of right-thinking professional navy men."

What could they think of a man-of-war which looked like a fish trawler and called itself H.M.S. Pansy?

The Admiralty had designated the new ships the Flower class, but a repentant Ships' Names Committee did in fact blanch a little

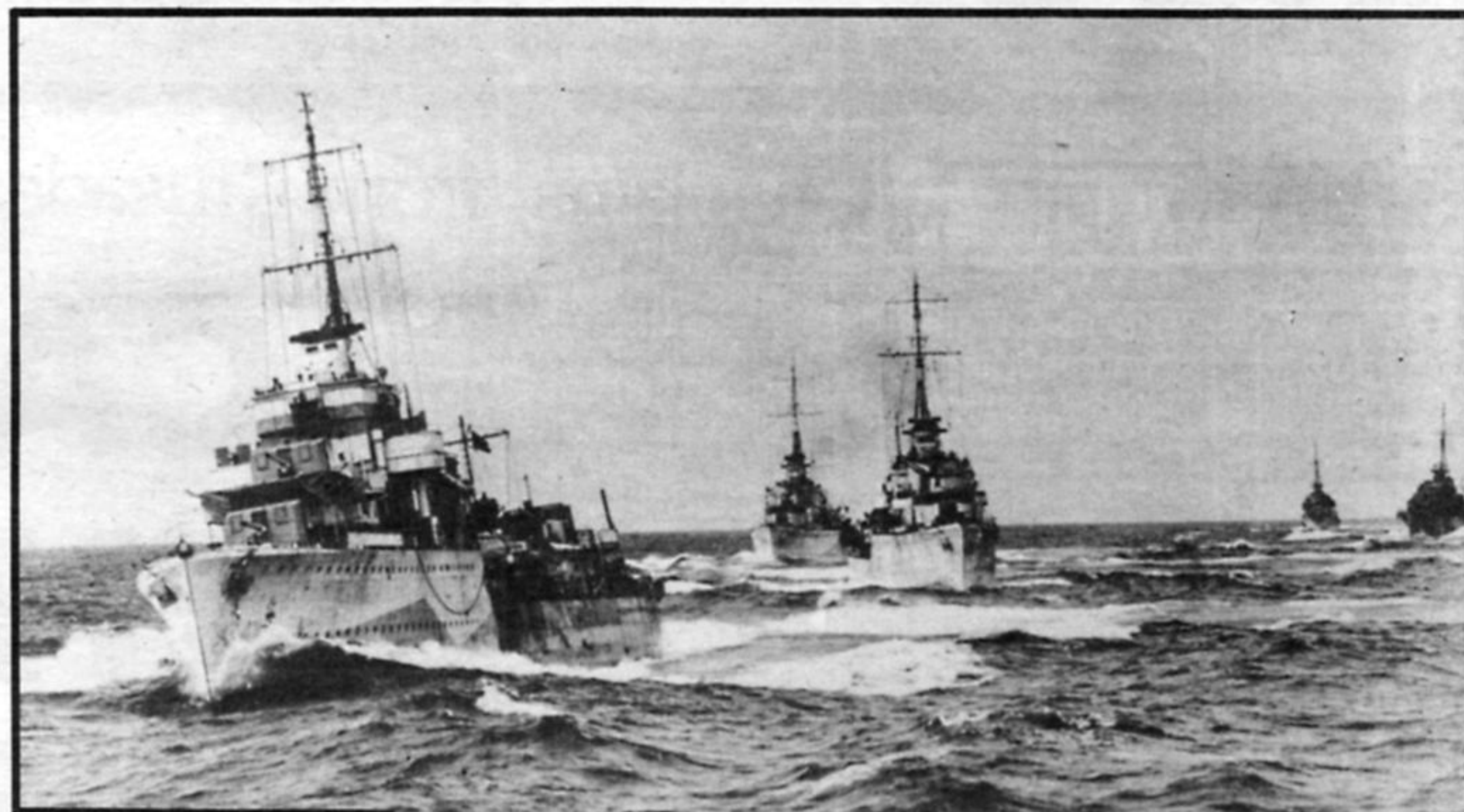
over Pansy, which became H.M.S. Heartsease.

However, the circumstances were all in keeping. While it might have bestowed some Teutonic glory for a U-boat to be vanquished by a mighty warship called Stupendous, all too often the sub fell victim to something like Poppy or Tulip or Periwinkle.

For the men on board, these matelot "Flowers" came to be as much a two-fingered gesture at the professionals as at the enemy.

Eccentrics abounded — Two-Gun Ryan, Harry the Horse, Death Ray, Foghorn Davis and the Mad Spaniard — giving the author a rich field of characters from which to harvest.

Mr. Lamb wields a caustic pen at "pusser" stuff on both sides of the Atlantic, his comments serving to reveal only too clearly his own brand of burning pride in the achievements of him and his mates.



Valuable work of reference

When demand for a book carries it into the seventh edition, there is little need to offer anything further in its praise.

"The Theory and Practice of Seamanship," published by Routledge and Kegan Paul (price £9.25) was written in 1962 by Graham Danton, who has continued to bring it up to date. His latest revision includes the new regulations for preventing collision at sea.

Over the years the comprehensive work has been welcomed not only by apprentices and cadets, but as a reference for experienced seamen. The contribution on practical handling is particularly noteworthy.

This picture of H.M.S. Fury leading a group of N class destroyers in 1942 (exact date unknown) — is one of more than 250 dramatic photographs in "Camera at Sea 1939-1945," published by Conway Maritime Press (price £12).

This handsome volume is a collection of the best photography of the Second World War at sea, gathered from official, commercial and private sources.

Emphasis is on the quality of the pictures, chosen for clarity and detail, and given added impact by being reproduced large.

In addition to the black-and-white, there is a 16-page full-colour section.

The detailed text has been written by a team of internationally-famed naval authorities.

● During much of the period covered by "Victorian and Edwardian Ships and Harbours from Old Photographs" Britain's maritime trade was the largest of any country in the world. The old photographs reproduced make a fascinating picture of the ports and harbours from which that trade was conducted. By Basil Greenhill and Ann Giffard, the book is published by B. T. Batsford at £4.95.

FOCUS ON SHIPS AT WAR

IN BRIEF

BATTLE CRUISERS

The design and development of British and German battle-cruisers of the First World War era.



BATTLE-CRUISER BEAUTY

"Battle Cruisers," by N. J. M. Campbell. Warship Special No. 1, published by Conway Maritime Press (price £2.50). Beautifully produced and expertly presented booklet on the design and development of British and German battle-cruisers of the First World War era.

"The Royal Navy at Portland," a booklet published to coincide with the 900th anniversary of the creation of the "Royal Manor of Portland." Available (price 50p) from The Education Centre, H.M.S. Osprey, Portland, Dorset.

"Path to a Pub," by T. E. Chilton, available from the author at 13, Atlingworth Street, Brighton, Sussex, price 40p. Useful booklet for anyone contemplating entering the licensed trade.

"Thunder at Dawn," by Alan Evans, published by Hodder and Stoughton (price £4.50). A highly-imaginative First World War tale of a cruiser captain who sinks a neutral ship suspecting her to be a German supply vessel — and then has to explain to an outraged Admiralty.

"Royal Navy Instructional Airframes," published by the British Aviation Research Group, and obtainable from Mr. D. J. Allen, BARG Sales Officer, 32, Nash Close, Cove, Farnborough, Hants, GU14 0HL. The price is £3.95 (plus 55p postage and packing). This monograph of 104 pages spans the years from 1921 to the present day.

"60 Minutes for St George," by Alexander Fullerton, published by Pan as a paperback. A novel of the Dover Patrol and Zeebrugge raid, recreated in dramatic style.

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NEWSVIEW

Should PRVT be a right?

Feelings can run high over failure to secure a place on a pre-release vocational training course at the end of a long spell of Royal Navy service. To take the case of one chief serving in a frigate and preparing to leave the Navy during the next six months after 22 years' service, he wrote that he was "a very disappointed CPO" to discover that he had no entitlement to a PRVT course.

At time of writing, he said, he could not be spared to do any PRVT, let alone a course of his choice. His suggestion, to avoid any possibility of unfairness, was that every man leaving the Service should be entitled to a PRVT course as a right. It is a viewpoint known to be widely held, not only among ratings but among officers too.

Not an entitlement

The situation is that for ratings who have completed five years' man's time or more and who are completing an engagement (and that includes giving 18 months' notice), there is an eligibility for a maximum of four weeks' resettlement training before leaving the Service.

Sadly, however, it is a fact that this is not an entitlement (despite anything to the contrary indicated in Drafty's Corner last month), and this applies even for men going to pension.

In practice most men involved are spared by their commanding officers for the courses. There are few cases of people being refused resettlement training, we are told, and Drafty does his best to put in reliefs to help achieve this, although difficulties can arise in branches where there are shortages and this is not a requirement of the system.

Advice available

For people whose last jobs are at sea or overseas there is a rule allowing them to extend their service by up to 28 days to do a course (and this includes a civilian attachment) if one is available for them.

In any event, all officers and ratings, regardless of length of service, are entitled to resettlement advice, and this includes interviews with resettlement officers; attendance at second careers advice and "applying for a job" courses; and career briefings.

In a situation which is governed by tri-Service rules, the majority of Navy men concerned appear able to secure places on courses. But undoubtedly there are many people who would feel happier in the knowledge that this was a right and in seeing a substitution in those two important words — entitlement for eligibility — especially in cases of men going to pension.

Chaplains, from Crusades to Cod War

CALL OF THE SEA

Fifty-one chaplains were with the British Fleet in the Battle of Jutland. Eight of them died when their "parishes" went down or were battered.

Had other branches of the Service suffered a similar percentage of casualties, the result of the vital North Sea encounter might have been very different, but the figures serve to illustrate a part of Royal Navy life which is little known outside.

Having a thousand years of history, and the proud claim of being "with the exception of the boatswain probably the oldest rank of officer in the fleet," the chaplains have not been served very well by authors, but at last a surprising gap has been filled by the Rev. Gordon Taylor, who has a wide experience of the "Andrew" in peace and war.

"The Sea Chaplains," published by the Oxford Illustrated Press (price £12.50) has a foreword by a well-known naval officer.

Wealth of detail

Writing from Buckingham Palace, Prince Charles says, "There must be many officers and men who have served in Her Majesty's Fleet who have cause to be grateful to chaplains ashore and afloat, whether in times of danger or boredom or loneliness, and the author is to be congratulated on the wealth of accurate details presented here."

As with all naval matters, humour is never far away, and the reader will learn that chaplains of the past were not solely devoted to religious observance, or ministering to the wounded and dying.

In facing the "dangers of the sea and the violence of the enemy," they had to avoid the denunciation against "those who smite with the sword."

However, the clergy of long ago argued that although the Scriptures forbade the shedding of blood, there was no restriction on the dashing out of brains.

A handy alternative to the sword was the military flail, nicknamed the "holy water sprinkler," since it "consisted of a shaft with a chain depending, at the end of which was a ball of iron covered with spikes."

Indelible memories

In the Bayeux Tapestry, Archbishop Odo of Bayeux is shown wielding a baculum, or mace, at the Battle of Hastings.

The earliest recorded Christian sea chaplain of any nationality is St Paul himself, who about the year 60 "broke bread" and led an act of thanksgiving on board the ship of Adramyttium off Malta, when a storm had abated.

However, Mr. Taylor's book has a wide enough canvas in his story from the Crusades to the Cod War of 1976.

A good slice of the book is, naturally, devoted to modern times, when the chaplain's devotion and sacrifice was not only more documented, but left indelible



Picture: Imperial War Museum

The listener

In his cabin in H.M.S. Rodney in 1940, the ship's chaplain, the Rev. A. E. Hendy, R.N.V.R., lends an ear to a problem.

memories among the men of yesterday's navy.

How many are left to thank Tanner, chaplain of H.M.S. Fiji, sunk off Crete in 1941? He made a prodigious number of swims to bring to safety many wounded men on rafts, before he collapsed and died at the moment of his own rescue.

Parker, chaplain of H.M.S. Prince of Wales, sunk by the Japanese in 1941, appears to have sacrificed his life in the ship's last moments to minister to the wounded still below.

The record of the chaplain is filled with stories of courage and heroism.

Since the first sail appeared on an ocean, seafarers have had a healthy regard for the Unseen Power, followed later by Christian observance including the probable carrying on deck of a crucifix.

How does this relate to today, in a society

regarded as less involved in formal religion?

In less than three months of the 1976 Cod War, the Rev. W. E. Weldon, chaplain of the First and Sixth Frigate Squadrons, went on three patrols, conducting 21 services.

His biggest congregation was 46 in H.M.S. Tartar, and on Easter Sunday he gave Communion to 43 — not bad for a ship the size of a frigate.

Mr. Taylor deserves the royal praise for this book. It is a fine memorial to the branch, and an inspiration and encouragement to any who may wish to follow in the great tradition of the sea.

The volume lists the names of approximately 5,000 known naval chaplains of all denominations from the earliest times to the present, including all chaplains R.N.V.R. and R.N.R., and all temporary chaplains who served during the First and Second World Wars.

NAVY DAYS — AUGUST 26, 27 AND 28



View from the bridge: During a sea day off the Isle of Wight, Joint Services Staff College observers watch a jackstay transfer between H.M.S. Kent (foreground) and H.M.S. Cleopatra, which is one of the ships taking part in Plymouth Navy Days this month.

Picture: CPO (Phot) Tony Wilson.

JUBILEE COVER

To commemorate the Golden Jubilee of Plymouth Navy Days, 1978, a special postal cover will be on sale, price 50p (plus 10p if sent under separate cover).

Each cover bears a Golden Jubilee illustration and a 9p Coronation Coach stamp cancelled with the B.F.P.O. frank (No. 2878) and dated August 26.

Covers are available from The Philatelic Officer, H.M.S. Drake, H.M. Naval Base, Devonport, Plymouth, PL2 2BG. Cheques and postal orders should be made payable to "The Treasurer, Plymouth Navy Days." All proceeds will be donated to naval charities.



Three of the survey ships open to the public in Plymouth and Portsmouth Navy Days — H.M. ships Hecate, Hydra, and Beagle — arrived home at the end of June after eight months surveying in the Persian Gulf.

The Hecate, which is appearing at Plymouth, and the Beagle (Portsmouth) returned via Monaco and Gibraltar, while the Hydra (Portsmouth) visited the Seychelles to take part in the islands' Liberation Day celebrations.

The Hydra, pictured surrounded by tradesmen in their "bum boats" at Suez, is now preparing in Portsmouth for the next survey group deployment to the Middle East next month in company with H.M. ships Herald, Fox, and Fawn.

'Cook's Tour' at Portsmouth

ROSYTH NAVY DAYS

1st & 2nd July, 1978
souvenir Programme Copies available, reduced from 50p to 15p postage free.

Send cheque or postal order made out to Rosyth Navy Days Fund to Lt. Cdr. D. J. Farquhar, Assistant Captain of the Port, H.M. Naval Base, Rosyth, Fife.

PLYMOUTH NAVY DAYS

GOLDEN JUBILEE POSTER

A special poster showing 14 of the ships associated with Navy Days and Navy Weeks

1928-1978

From HMS BARHAM to HMS SOVEREIGN
From Battleship to SSN(N)

Orders to: Navy Days Officer,
HMS DRAKE, Devonport

B & W 17" x 24" 65p inc. postage
or 80p in postal tube

As 1978 is the 250th anniversary of the birth of Captain Cook — founder of the Royal Navy's hydrographic service — it is fitting that three of the "stars" at Portsmouth Navy Days should be survey ships.

H.M. ships Hydra, Herald, and Beagle, distinctive in their white livery, join three guided missile destroyers, three frigates, two submarines, one minesweeper, and a Royal Fleet Auxiliary tanker in the line-up of British ships.

As a bonus, three Dutch warships will be open to visitors on the first two days, and some Royal Navy ships will be receiving visitors on the upper deck only — including the helicopter carrier H.M.S. Bulwark, a grand vantage point for the flying displays.

One of the Navy's new Lynx helicopters will be taking part in these displays — there will be three a day — along with Wessex, Sea King, and Wasp helicopters.

The occasion is an excellent

opportunity to see the work of the Navy and all its support services, with displays and demonstrations arranged by establishments and authorities from Portsmouth and the surrounding area.

The Royal Marines and the Royal Naval Auxiliary Service will run their usual harbour trips at 30p (children 20p) but for those who just like to relax and listen to good music, cadet bands will play on the Bulwark flight deck and the Band of the Commander-in-Chief Naval Home Command will Beat Retreat each evening in the Victory Arena.

Admission prices are £1.50 per carload, or singly, 30p per adult, 20p per child.

PORTSMOUTH SHIPS

Guided missile destroyers — Bristol, Kent, Norfolk, Sheffield.
Frigates — Apollo, Falmouth, Lowestoft.
Submarines — Finwhale, Opossum.
Survey ships — Beagle, Herald, Hydra.
Mine countermeasures vessel — Lewiston.
Royal Fleet Auxiliary Fleet tanker — Blue Rover.
Dutch ships — De Ruyter, Amsterdam, Tjerk Hiddes.

PLYMOUTH GOES GOLD

Plymouth Navy Days celebrates its Golden Jubilee on August 26, 27 and 28 with its best selection of ships on show to the public for years.

Although there is no carrier this year, two nuclear powered Fleet submarines, Sovereign and Superb, and the assault ship H.M.S. Fearless, are certain to prove major crowd-pullers.

And just for good measure there are 11 frigates, two patrol submarines, two survey ships, a fast training boat and a Royal

Fleet Auxiliary tanker from which to choose.

As ever, there will be plenty to see at Devonport beside the ships — including displays by helicopters, divers and model ships, and, on the lawn, by the Royal Marines combat team, the guard and band of H.M.S. Vivid, the field gun runners of the Sea Cadet Corps and the hornpipe dancers of the Girls' Nautical Training Corps, with ceremonial sunset rounding off each day's events.

'OLD AND NEW'

With 50 years of Navy Days to celebrate there is very much an "old and new" flavour this time. Contrasting with the novelty of

the Fleet Maintenance Base — open to the public for the first time — is the nostalgia of the dockyard's display of old photographs and memorabilia, while the R.N.L.I. is celebrating 125 years at Plymouth. Area establishments will provide static displays in the exhibition hall.

Full-scale catering and a wide range of souvenirs will be available, while those who want to go afloat themselves can do so in a minesweeper or landing craft at an extra cost of 25p.

With opening times 10.15 a.m. to 6 p.m., visitors need only spend 30p (adults), 10p (children) or £1.50 (a carload) for admission. The organizers are hoping to top last year's 88,881 attendance.

PLYMOUTH SHIPS

Nuclear-powered Fleet submarines — Sovereign, Superb.
Assault ship — Fearless.

Frigates — Alacrity, Antelope, Ariadne, Aurora, Avenger, Bacchante, Berwick, Cleopatra, Euryalus, Galatea, Jupiter.

Patrol submarines — Olympus, Opportune.

Survey ships — Fox, Hecate.

Fast training boat — Sabre.

Royal Fleet Auxiliary Fleet tanker — Olina.

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POLARIS



**A DECADE OF
DETERRENCE**

H.M.S. Resolution
pictured in
Scottish waters
by LA (Phot)
Raymond Hodgson

THE STORY OF A TEN-TON TRIUMPH

Submarines are a familiar sight on the Clyde — almost part of the local scenery. These days hardly anyone spares a second glance as one or another of the Polaris boats slips quietly in or out of the Clyde Submarine Base on the west coast of Scotland.

But when H.M.S. Resolution returns from her current patrol it will be something of a special occasion in spite of the lack of ceremony.

The Resolution will have completed the 100th patrol by a Polaris submarine to mark ten years of nuclear deterrence by the Royal Navy's Polaris Force.

It was the Resolution which sailed for the first deterrent patrol in July, 1968. Since then at least one of these submarines — the others are Renown, Revenge, and Repulse — has always been somewhere beneath the ocean, ready to fire her missiles.

The sole object of the Polaris Force is deterrence. Polaris is not a weapon of aggression; it is a shield. It is a counterstrike, a weapon which cannot be destroyed in any attack on our country. It is in this fact that the deterrent strength of the Force lies.

Masterpieces

Individually, the four Polaris submarines are masterpieces of technology. They are 425ft. long and nuclear-powered. They can disappear beneath the ocean for weeks and could, if necessary, circumnavigate the world underwater.

They manufacture their own electricity (enough to power a small town), their own oxygen, and fresh water.

Their armament comprises 16 Polaris A-3 missiles — 31ft. long inter-continental missiles, which are launched from under water and could devastate a target 2,500 miles away. Their accuracy is measured in yards. Also carried is a complement of Tigerfish torpedoes for defensive purposes.

But the real story of Polaris is the story of people and their endeavour — not just the crews of the boats or naval personnel, but the scientists, shipbuilders, dockyardmen, civil servants, sub-contractors, and support authorities who have dedicated themselves to the Polaris project since its inception.

In December, 1961, the Nassau Agreement between the British Prime Minister Harold Macmillan and the United States President John F. Kennedy laid the foundation for an independent British submarine-borne nuclear deterrent.

Activity

This year the 15th Anniversary of the Polaris Sales Agreement is also celebrated. Under this agreement it was decided that four British designed - and - built submarines would be equipped with the Polaris A-3 weapons system purchased from America but equipped with British warheads.

There followed a period of activity unprecedented in peacetime and rarely, if ever, achieved in war.

It was planned in 1963 to fire the first missile from a British submarine at 11.15 a.m. on February 15, 1968. In the event the actual firing was 15 milliseconds late. It was also planned to achieve a continuous deterrent patrol by July, 1968. This was achieved.

In the meantime the four submarines were designed and built — two by Vickers Shipbuilders at Barrow - in -

of the early training was done in the United States, where American counterparts demonstrated the same enthusiasm for the success of the project.

All of the aims were achieved on time. Within four - and - a - half years a submarine of completely new design, with a complete weapon system and backed by adequate support facilities, sailed on schedule for the first deterrent patrol.

Dedication

During the past ten years the same dedication of purpose has been demonstrated by the Polaris Force. In London, Bath, Rosyth and the Clyde Submarine Base tasks are carried out without publicity — some indeed amid considerable secrecy — to maintain the unbroken record of continuous deterrent at sea.

The tasks are still enormous. Each submarine has two crews to enable the maximum use to be made of the boats — in all about 1,000 men of the Tenth Submarine Squadron who require continuous training for their demanding roles.

Each submarine needs 33,000 different items of stores, including, on each patrol, food to cater for a family of four for ten years.

Refits and maintenance cycles must be carefully programmed within the operational cycle — involving a considerable part of the effort of Rosyth Dockyard — and always there is a concentration on updating and improving the system.

About 4,200 civilians and a total of 2,800 service personnel are involved with Polaris but the actual cost represents less than two per cent. of the defence budget.

Polaris goes on. Through it the Royal Navy is effectively fulfilling its traditional role of keeping the peace.



Furness and two by Cammell Laird Shipbuilders at Birkenhead.

The Clyde Submarine Base, H.M.S. Neptune at Faslane and the Armament Depot at Coulport were also constructed to meet the deadline of supporting the submarines as soon as they were ready for sea.

Neptune was to provide operational and training facilities, deep water jetties, and a floating dock while outside of the base more than 1,000 married quarters plus sports and welfare facilities were to be provided.

New skills had to be learned. Much



Light fantastic: A Polaris submarine's missile computer control centre.

TOT AND FAF: WHERE YOUR MONEY GOES

In addition to the half-yearly grants of £33,980 to ships and £5,250 to R.M. Commando units, the Sailors' Fund Grants Committee approved the following in June. (Details of complementary grants at the subsequent meeting of the Grants Committee of the Fleet Amenities and Fleet Recreational Funds are also given).

H.M.S. Drake. Provision of community centre / pre-school play centre for Looseleigh Married quarters, near Plymouth. Grant of £10,000, and approval in principle for further £10,000 in November, both subject to Trustees' approval (FAF also granted £10,000).

H.M.S. Seahawk. DIY motor maintenance facilities. Grant of £10,000. (Grant of £6,880 from FAF).

H.M.S. Dolphin. Deep sea angling boat. Grant of £8,000.

C.T.C. R.M. Lymstone. Sea angling boat. Grant of £5,600.

H.M.S. Daedalus. (Glider and equipment for Portsmouth Naval Gliding Club. Grant of £4,250. (FAF grant of £5,450).

H.M.S. Mercury. Kelly Club modernisation. Grant of £4,000.

CINNAVHOME. Grant of £3,000 towards ten-berth narrowboat. (FAF also granted £3,000).

H.M.S. Osprey. Spacemaster portable accommodation for changing. Grant of £3,000.

R.N. and R.M. Sub-Aqua Club. Two safety boats. Grant of £2,981.

Southwick Park Naval Recreation Centre. Improvement of domestic facilities for camp site. Grant of £2,000 (FAF granted £1,946).

R.N. Sailing Association. Recreational sailing yacht for H.M.S. Dryad. Grant of £2,000 (FAF also granted £2,000).

H.M.S. Vernon. Floodlighting for outdoor recreational area. Grant of £1,596.

R.M. Barracks, Stonehouse. Stage lighting control

system for Globe Theatre. Grant of £1,008.

Joint Services Expedition 1978-79 to Chagos Archipelago. Grant of £1,000 towards expenses, based on requirement — up to £200 per man participating. (Grant of £500 from FAF).

H.M.S. Cambridge. Disco equipment. Grant of £834.

R.N. Hospital, Plymouth. Disco equipment for Geneva Club. Grant of £464.

H.M.S. Cambridge. Grant of £448 for renovation and heating of skittle alley / sports club.

Joint Services Hovercraft Expedition to Nepal. Grant of £300, based on requirement — up to £100 per man participating.

Senior Naval Officer, Northern Ireland. Grant of £200 towards cost of car for learner drivers and leave journeys.

H.M.S. Vulcan. Color gas cooker for inshore cottage on Cape Wrath Peninsula. Grant of £135.

Other bids which achieved success at the FAF meeting included:

R.N. and R.M. Amateur Rowing Association. Grant of £4,000 for scullers and equipment.

H.M.S. Cochrane. Grant of £2,316 for drying machines.

H.Q. AFSOUTH. Conversion of building into community centre. Grant of £1,380.

H.M.S. Norfolk. Video cassette recorder. Grant of £1,322.

H.M.S. Collingwood. Roll-down badminton courts. Grant of £760.

H.M.S. Centurion. Washing machine and dryer for sports gear. Grant of £700.

R.N. Model Aircraft Association. Equipment. Grant of £250.

Major-General R.M. Commando Forces. Consolidated Fund. Grant of £200.

A loan of £6,500 was approved for H.M.S. Excellent to update and reprint the book "The House that Jack Built" (subject to the approval of the Trustees).

Sailors' and Fleet Amenities Funds

Windfalls boost hand-outs

Welcome "windfalls" boosted the amount available for distribution at the latest Grants Committee meeting of the Fleet Amenities and Fleet Recreational Funds. These included a much larger extra rebate from Naafi at £36,000; £11,000 resulting from the Royal Marines Beat Retreat in London this summer; and £6,000 from SKC.

The suggestion was made that in the circumstances some aid could be given towards the expenses of Navy representative sports team travelling abroad.

One member thought that if there was spare money it should not be used on "jollies" for sportsmen, but the assurance was given that it would be used only for expenses. Sometimes it was a question of invitations not being accepted because of lack of money.

It was agreed to allocate £5,000 to help with expenses when representative teams play abroad.

At the previous meeting of the committee a grant of £6,000 was made for modification of the entrance hall of Warrior Block in H.M.S. Warrior so that it could be used as a theatre, cinema, church and lecture hall.

Dropped

But the July meeting learnt that the estimate by the Property Services Agency had now risen from £6,000 to £20,000 and that as a result it had been decided to drop the scheme.

There was, however, still a need for a multi-purpose auditorium and the committee were asked for a grant for work on another building. They approved of the new plan and made an alternative grant of £4,811.



H.M.S. Mercury's Kelly Club, which was granted £4,000 for modernization by the Sailors' Fund Grants Committee, was the scene of this picture when the Commander-in-Chief Naval Home Command, Admiral Sir David Williams, visited the Hampshire establishment on June 6.

Admiral Williams, who chatted over coffee with ROs John Morris, Chris Corbett, and Martin Hunt, with RO2 Dave Hayden in the background, spent most of his time at Mercury looking at the activities of Kelly Squadron, which is responsible for the Part II and Part III training of new entry Communication ratings.

H.M.S. Mercury is the Signal and Navigation Training Faculty of the School of Maritime Operations.

OPEN TO ALL?

When clubs and centres have been built with Sailors' Fund money, should they be open to all naval visitors, including those who are not local residential members?

The question was discussed at the latest meeting of the Sailors' Fund Grants Committee, where it was stated that many premises were, in fact, open but that some had found it necessary to control entry.

A widely-expressed view was that facilities should be open to as many naval people as possible, but at the same time some members felt that local committees should have the right to refuse entry in the light of experience.

One suggestion was that there should be no entry after a specified time.

Members of the Grants Committee agreed to keep an eye on the question, and to report back.

SUPPORT FOR RFEA

The committee agreed in principle to assist the Regular Forces Employment Association over the next five years with the coming into operation of new financial arrangements for the association, which is supported by all the Services.

Many tributes were paid to the work of the association, which has 42 offices spread throughout the U.K.

At a later meeting, the Fleet Amenities Fund also gave its support, so that each fund is to bear half the Navy's share — currently estimated to be £12,000 — subject to certain conditions.



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PEN-PALS . . . PEN-PALS . . .

Readers seeking penfriends in the Royal Navy are listed below. Any sailor who writes to an applicant must use a stamped envelope bearing the applicant's name and town. The letter should be enclosed in a second envelope addressed to "Pen Pals," Navy News, H.M.S. Nelson, Portsmouth. On receipt the replies will be redirected — but only if they have been stamped.

Details of the applicants are as follows:

Kim (17), single, 5ft. 7in., brown hair, blue-green eyes, London.
Julie (21), single, dark hair, Potters Bar.
Sharon (20), single, blonde hair, Potters Bar.

Tricia (38), divorced, brown hair, grey eyes, two children, London.
Lynette (16), 5ft. 5in., brown hair, blue eyes, Bodmin.

Margaret (47), widow, 5ft., dark hair, blue-grey eyes, two children, London.

Sally (17), single, 5ft. 6in., brown hair, green eyes, Okehampton.

Beverley (16), 5ft. 4in., blonde hair, green eyes, Kent.

Sue (19), single, 5ft. 5in., brown hair, hazel eyes, Canterbury.

Beverley (17), single, 5ft. 1in., brown hair, blue eyes, Bristol.

Lesley (19), single, 5ft. 5in., black hair, green eyes, Gosport.

Lynda (25), single, 5ft. 3in., brown hair, blue eyes, Leigh-on-Sea.

Fiona (21), single, 5ft. 5in., brown hair, brown eyes, Glasgow.

Jenny (16), 5ft. 5in., brown hair, brown eyes, Gosport.

Vicky (16), 5ft. 9in., blonde hair, blue eyes, Wolverhampton.

Sandra (27), divorced, 5ft. 2in., brown hair, grey-green eyes, two daughters, Lincoln.

Louise (19), single, 5ft., brown hair, green eyes, Portsmouth.

Jean (30), single, 5ft. 2in., black hair, brown eyes, Hull.

Carol (19), single, blonde hair, blue-grey eyes, Birmingham.

Anita (16), 5ft., brown hair, brown eyes, Cleethorpes.

Heather (16), 5ft. 5in., black hair, blue-grey eyes, Northland, New Zealand.

Angela (15), 5ft. 3in., blonde hair, blue eyes, Liverpool.

Jean (37), single, fair hair, blue eyes, Skewen, W. Glam.

Tracey (15), 5ft. 2in., brown hair, blue eyes, Stockport.

Linda (28), divorced, 5ft. 4in., brown hair, blue eyes, two children, Banbury.

Vicky (16), 5ft. 4in., brown hair, hazel eyes, Aylesbury, Bucks.

Carol (16), 5ft. 4in., blonde hair, blue eyes, London.

Clover (16), 5ft. 5in., brown hair, green eyes, Aylesbury, Bucks.

Joan (31), divorced, 5ft. 6in., brown hair, blue eyes, Burnley, Lancs.

Marcella (39), divorced, 5ft., auburn hair, blue eyes, Bristol.

Dana (16), 5ft. 4in., brown hair, grey eyes, Aylesbury, Bucks.

Marie (16), 5ft. 7in., brown hair, blue eyes, Ipswich.

Miss A. (21), single, 5ft. 9in., brown hair, blue eyes, Sherborne, Dorset.

Sue (19), single, 5ft. 2in., fair hair, blue eyes, Aldershot.

Angie (16), 5ft. 5in., brown hair, blue eyes, Aylesbury, Bucks.

Maureen (17), single, fair hair, blue eyes, Mansfield, Notts.

Cindy (27), single, 5ft. 2in., blonde, slim, Birmingham.

Kath (23), single, 5ft., brown hair, hazel eyes, Bradford.

Annette (19), single, 5ft. 6in., brown hair, blue eyes, Sherborne, Dorset.

Deborah (17), single, 5ft. 6in., brown hair, green eyes, Felpham, Sussex.

Sue (21), single, 5ft. 7in., brown hair, blue eyes, Wolverhampton.

Lucy (17), single, brown hair, green eyes, London.

Debbie (16), 5ft. 5in., dark hair, hazel eyes, London.

Louise (17), single, 5ft. 7in., brown hair, green eyes, Colne, Lancs.

Ellen (20), single, 5ft. 8in., brown hair, blue eyes, Colne, Lancs.

Jen (16), 5ft. 4in., brown hair, brown eyes, Torpoint.

Vernonica (17), single 5ft. 6in., fair hair, blue eyes, Mauritius, Indian Ocean.

Dal (28), divorced, 5ft. 3in., blonde hair, blue eyes, Gosport.

Kim (17), single, 5ft. 6in., blonde hair, blue eyes, Sandbach, Cheshire.

Heather (17), single, 5ft. 5in., brown hair, blue eyes, Preston, Lancs.

Christine (20), single, 5ft. 1in., brown hair, brown eyes, Adelaide, S. Australia.

Janine (20), single, 5ft. 5in., brown hair, brown eyes, Sutton-in-Ashfield, Notts.

Helen (28), single, 5ft. dark hair, blue eyes, Grantown-on-Spey.

Joanne (15), 5ft. 5in., brown hair, brown eyes, Norwich.

Melanie (16), 5ft. 6in., brown hair, blue eyes, Norwich.

Sara (17), single, 5ft. 7in., blonde hair, blue eyes, Woodbridge, Suffolk.

Caroline (17), single, auburn hair, hazel eyes, Canvey Island.

Veronica (29), single, 5ft. 2in., brown hair, hazel eyes, Barnard Castle.

Annah (16), 5ft. 5in., blonde hair, blue eyes, Sutton Coldfield.

Becki (15), 5ft. 1in., brunette, hazel eyes, Sutton Coldfield.

Gun triumph for Fiscard

For the first time in 71 years the Brickwoods field gun trophy has left Portsmouth Command. It was won outright by a team of 18 artificer apprentices from H.M.S. Fiscard, competing in this year's competition in H.M.S. Collingwood.

Fiscard, who entered the competition for the first time in 1976, and won the Plate Trophy — the "Roaring Meg" — beat 16 teams from the Portsmouth area. Their time of 1min. 29sec. was just outside H.M.S. Sultan's record of 1min. 23.8sec.

The competition has been held annually since 1907, and this is the first time the trophy has left Portsmouth Command. The Brickwoods Trophy itself is made of silver and valued at £6,000.

Field Gun Officer, Lieut. M. J. H. Ralph, trainer POPT P. French and assistant CPO A. Ridley, began training the team seven weeks before the event.

The fact they won can no doubt be partly attributed to the extra rations allowed during training — one pint of milk daily.

IN BRIEF

BATH'S TREE

To mark the Queen's Silver Jubilee and the long relationship between the Royal Navy and the City of Bath, naval officers serving in the area presented a beech tree to the city and an engraved plaque to the Mayor of Bath.

BOMB FILM

Plymouth bomb disposal unit, led by Lieut. Chris Tarmey, was

filmed in action by a BBC TV unit to highlight the dangers of unexploded ordnance flares and similar objects found on beaches. Local police and coastguards also took part in the film.

DUCHESS AT SEA

The Duchess of Gloucester spent a day at sea in H.M.S. Ardent during a series of major exercises in the Channel. The Duchess, who launched the

Ardent in 1976, saw mock battles involving destroyers, frigates, submarines, fast training boats and aircraft.

LEWISTON DEVILS

Major Micky Munn and seven of the Red Devils free fall parachute team found the going tough during a day at sea in H.M.S. Lewiston, on weapon training off Portsmouth. In spite of the weather the ship managed to put on a display

of its firepower and the Paras took an active part in a damage control exercise.

MARKSMAN MAYOR

As guest of Royal Marines at 40 Commando, Plymouth's new Lord Mayor, Councillor Bill Evans, was shown the composition of a rifle company before going by helicopter to the ranges where he fired a few of the weapons used by the Corps.

Ajax loses cycle race

A team of cyclists from H.M.S. Ajax raced their ship from Portsmouth to Liverpool — and won. They completed the 280-mile journey in 2½ days to raise more than £130 for the St Christopher's Home for mentally handicapped children at Redruth, Cornwall.

While on passage to Liverpool in the Ajax, 12 acting sub-lieutenants from H.M.S. Mercury were given navigational training. This was the ship's first operational task since completing basic operational sea training at Portland in mid-May.

LIVERPOOL

During six days at Liverpool, the ship's company enjoyed an extensive programme of sport against the police and Royal Naval Association, while the Ajax golfers tackled the championship courses at Hoylake and Formby.

Handicapped children from West Kirby were entertained by the CPOs' Mess, and other visitors included Sea Cadets from Llandudno and cub scouts from Crosby.

PROMOTIONS

Authorisation for promotion of the following rates to chief petty officer, chief artificer, or chief mechanic has been issued:

OPERATIONS BRANCH (SEAMAN GROUP)

To CPO(M) — M. H. Muir (Drake), L. M. K. Ward (Dryad), M. C. Tynan (Dartmouth), D. I. Swift (Devonshire), J. P. Shand (Charybdis).
To CPO(R) — D. R. Green (Kent), G. J. Sharman (Dryad), M. Ellis (Blake), T. C. Jenkins (Galatea), D. E. Warwick (Sheffield).
To CPO(S) — P. Edge (Vernon), C. D. Park (Nelson), W. Thompson (Vernon), R. Wood (Raleigh).
To CPO(Sea) — K. J. Peters (FMB Devonport).

COMMUNICATIONS

To CRS — D. A. Appleby (Mercury), J. B. Hick (Dartmouth).
To CCY — R. Welbourn (Capt. of the Port Devonport (Drake)).

SUBMARINE SERVICE

To CPO(S)(SM) — J. Thomas (Neptune).
To CPO(C)(SM) — G. H. Lanfear (Fin-whale).

REGULATING BRANCH

To MAA — C. G. Kirk (Broadsword).

SUPPLY AND SECRETARIAT

To CPOWTR — A. P. Lane (Bulwark), J. M. Waters (Mercury), J. F. Brumpton (Centurion).
To CPOSA — R. J. Green (Pembroke), F. N. Cook (Nelson), K. Driver (Osprey), B. J. Austin (FMB Devonport).
To CPOCK — R. J. Clarke (Pembroke), A. C. Vincier (Pembroke).
To CPOSTD — M. W. Pipkin (Bristol).
To CPOCA — D. A. Lister (Pembroke).

MEDICAL BRANCH

To CMT — J. W. Sharp (RNH Plymouth).

WEAPONS ELECTRICAL

To COEL — F. J. Statton (Collingwood), R. E. Smith (Brighton).

To CREL — R. C. Turner (Apollo).

MARINE ENGINEERING

To CMEM — J. R. Dungey (Walrus), W. McLaughlin (Superb), K. Branson (Bristol).

FLEET AIR ARM

To CPO(AH) — C. I. Benton (Heron), R. Phillips (Daedalus), J. Harris (Seahawk), G. M. Tucker (Osprey).
To CEL(A) — M. G. Fry (Yarmouth), P. J. Anderson (Daedalus).
To CREL(A) — P. A. Watson (Heron).

ARTIFICERS AND MECHANICIANS

To ACEA — P. R. Benton (Dreadnought), G. R. Ronan (Leander), D. E. Hambrook (Devonshire).
To ACEMN — G. J. Power (Osprey).
To ACEOA — H. A. Rowles (Norfolk).

Provisional half-yearly selections for promotion to December 31, 1978, are as follows:

SEAMAN: To captain — J. B. D. Read, M. C. Powys-Maurice, C. J. T. Chamberlain, N. A. D. Grant, R. H. Fox, G. Jacques, J. M. Porter, J. L. Weatherall, E. S. J. Larken, N. J. Hill-Norton.

To commander — E. J. Brown, M. H. Rhodes, G. Rhys-Jones, M. F. G. Emery, R. E. Ward, I. V. McVittie, S. F. S. McCaskill, J. Birkett, S. Taylor, A. Morton, G. P. Kinch, R. J. Sandford, C. W. Crichton, G. S. Pearson, C. M. Sloane, W. K. Hutchison, R. C. Smith, D. C. B. Webb, N. J. Tobin, M. Rotherham, A. R. Peters, D. A. J. Blackburn, J. B. Taylor.

ENGINEERING: To captain — J. Higginbottom, C. D. Farley-Sutton, R. S. W. Mason, M. V. Worrell, G. F. Laslett, J. P. Loughnan, R. C. F. Hill.
To commander — J. R. Board, R. W. Thorne, T. R. MacDonald, M. M. S. Brown, W. N. Watson, J. F. Pridoux, I. Brannam, D. M. Johnson, D. R. Miller, G. C. Mortimer,

To ACOEMN — D. W. Jenner (Otter), M. R. Lovegrove (Neptune).

To ACREA — P. D. Stratton (Salisbury).

To ACREMN — J. E. Hedges (Hermes), R. F. Blackhouse (Gurkha), M. J. Sweeney (Glasgow).

To ACMEA(P) — P. C. Oakley (Sultan), M. C. P. Webb (Salisbury), M. R. Warren (Sultan), A. T. Reynolds (Renown), R. C. Burgess (Warspite), C. Davies (London), J. D. Hobbs (Gurkha), K. W. Morrison (Intrepid), R. R. Combe (Neptune).
To ACME(MN) — D. Collier (Warspite), A. Speed-Andrews (Renown), M. J. Page (Sheffield).

To ACEA(A) — D. Gaine (Heron).

To ACMA(AE) — R. I. Galvin (Daedalus).

To ACREA(A) — P. J. Broadway (Heron).

M. Paling (Osprey), B. Humphreys (Heron).

N. G. W. De Brunner, B. J. Smith, R. O. Irwin, J. D. Bass, A. D. Ferguson, D. J. Wood, R. M. Parker, F. P. Scourse.

SUPPLY & SECRETARIAT: To captain — I. B. Sutherland, J. G. H. O'Donnell.

To commander — P. J. Simmonds, M. V. Aveston, M. J. Chamberlain, A. A. M. Johnstone, P. Merricks, I. P. Somerville.

INSTRUCTOR: To captain — J. Marsh.

To commander — K. L. Barratt, M. G. Simper, R. Voemans, A. L. G. Macken.

MEDICAL: To surgeon captain J. W. Bough, R. J. Morrow.

To surgeon commander — D. M. Crean,

F. H. Rowland, K. H. Sugars, M. Macleod,

E. W. Taylor.

DENTAL: To surgeon commander (D) — R. E. King.

ROYAL MARINES: To colonel — T. J. M. Wilson.

To lieutenant-colonel — N. C. Thompson,

M. J. Reece, R. H. B. Learoyd.

To major — S. E. Southby-Tailor, R. C. Dixon, M. J. G. Gregson, W. D. H. Baldwin,

J. S. Chester.

The provisional selections for promotion to date from June 30, 1978, are confirmed.

'Mine Host' and company



Lieut. Peter Breeze, R.A.N. (extreme left) and "Mine Host" of the Hapton Colliery lead a party from H.M.S. Active down the coal mine. After crawling along seams less than 2ft. high they were glad to get back to the surface!

The mine tour was one of many activities arranged when the ship's company of the

Active paid their first visit to the ship's adoptive town of Burnley. The Active was berthed at Liverpool.

During the visit, the ship provided a guard for Burnley's mayor-making ceremony and presented a large iced cake to the children's ward of Burnley General Hospital.

PEN-PALS . . . PEN-PALS . . . PEN-PALS . . .

Pam (25), divorced, 5ft. 6in., brown hair, Watford, Herts.

Gillian (16), 5ft. 4in., black hair, blue eyes, Chester-le-Street.

Carol (27), single, 5ft. 6in., brown hair, blue eyes, Hebbden Bridge, W. Yorks.

Sandra (21), single, 5ft. 2in., brown hair, blue eyes, Liverpool.

Colette (18), single, 5ft. 5in., brunette, hazel eyes, Northwich, Cheshire.

Sandra H. (20), single, 5ft. 4in., brown hair, blue eyes, Liverpool.

Tonia (18), single, 5ft. 6in., blonde hair, blue eyes, Gillingham.

Linda (18), single, 5ft. 6in., dark hair, brown eyes, Gillingham.

Teresa (21), single, 5ft., fair hair, blue eyes, Ipswich.

Beverley (19), single, 5ft. 2in., brown hair, green eyes, Ipswich.

Jennifer (18), single, 5ft. 7in., brown hair, blue eyes, San Bernardino, California.

Clare (24), 5ft. 4in., separated, brown hair, brown eyes, Tunbridge Wells.

Jackie (15), 5ft. 4in., blonde hair, blue eyes, Liverpool.

Mariene (30), divorced, 5ft. 1in., brown hair, two children, Leicester.

Sue (20), single, 5ft. 3in., dark hair, blue eyes, Sherborne, Dorset.

Karen (17), single, 5ft. 1in., auburn hair, brown eyes, Birmingham.

Barbara (15), 5ft. 5in., brown hair, blue eyes, Tipton, W. Midlands.

Dawn (16), 5ft. 3in., blonde hair, blue eyes, Birmingham.

Christine (16), 5ft. 3in., blonde hair, blue eyes, Birmingham.

Pat (24), single, 5ft. 9in., brown hair, hazel eyes, Weymouth.

Joan (21), single, 5ft. 5in., brown hair, Sunderland.

Claire (17), single, 5ft. 5in., dark hair, grey-green eyes, Rochester, Kent.

Stella (30), single, 5ft. 5in., brown hair, green eyes, Canvey Island.

Valerie (28), separated, 5ft. 3in., brown hair, green eyes, Hebbden Bridge, W. Yorks.

Joyce (45), widow, 5ft. 2in., fair hair, blue-grey eyes, Teignmouth.

Maggie (36), separated, 5ft. 5in., dark hair, hazel eyes, two children, Abingdon.

Sue (15), 5ft. 6in., blonde hair, blue-grey eyes, Wallasey, Merseyside.

Sue (17), single, 5ft., brown hair, blue eyes, Poole, Dorset.

Debbie (15), 5ft. 5in., red hair, blue eyes, Dorking, Surrey.

Karen P. (15), 5ft. 8in., brown hair, blue eyes, Birmingham.

Dee (36), divorced, blonde hair, blue eyes, Dumbarton.

Linda (16), 5ft. 4in., brown hair, blue eyes, Halesowen, W. Midlands.

Lorraine (19), single, 5ft. 2in., brown hair, hazel eyes, Leicester.

Jenny (26), single, 5ft. 6in., brown hair, blue eyes, Billesdon, Leicestershire.

Viv (17), single, 5ft. 4in., dark hair, green eyes, Slough, Berks.

Liz (17), single, 5ft. 4in., blonde hair, grey eyes, Ashted, Surrey.

Joy (16), 4ft. 1in., brown hair, blue eyes, Chesterfield.

Anna (16), 5ft. 5in., brown hair, green eyes, London.

Elaine (16), 5ft. 2in., brown hair, blue eyes, Coventry.

Debbie (19), single, 5ft. 3in., brown hair, brown eyes, Leicester.

Linda (16), 5ft. 5in., fair hair, green-blue eyes, Leicester.

Marie (31), divorced, 5ft. 2in., brown hair, brown eyes, four children, Rugby.

Jackie (27), divorced, 5ft. 8in., brown hair, two children, Sherborne, Dorset.

Dawn (19), single, 5ft. 5in., blonde hair, blue eyes, Leicester.

Denise (15), 4ft. 10in., blonde hair, blue eyes, London.

Deborah B. (16), 5ft. 3in., brown hair, brown eyes, London.

Lynda (15), 5ft. 2in., brown hair, brown eyes, London.

Carol (18), single, 5ft., brown hair, brown eyes, Liverpool.

Kim (15), 5ft. 5in., dark hair, brown eyes, Liverpool.

Jean (32), single, 5ft. 7in., brown hair, brown eyes, West Harrow.

Deborah (16), 5ft. 5in., brown hair, brown eyes, Leeds.

Christine (23), single, 5ft., blue eyes, Taunton, Somerset.

Eileen (16), 5ft. 1in., blonde hair, blue eyes, London.

Lysandra (20), single, 5ft., brown hair, blue-grey eyes, London.

Janet (17), single, 5ft. 4in., blonde hair, blue eyes, Chatham.

Patricia (29), single, 5ft. 9in., brown hair, green eyes, Plymouth.

Sue (21), single, 4ft. 10in., blonde hair, blue eyes, Portsmouth.

Lorraine (21), single, 5ft. 4in., fair hair, blue eyes, Dagenham, Essex.

Renee (56), widow, 5ft. 2in., slim, Rugby.

Cheryl (18), single, 5ft. 5in., brown hair, Birmingham.

Theresa (16), 5ft. 2in., brown hair, blue eyes, South Ruislip.

Mary (20), single, blonde hair, blue eyes, West Midlands.

Geraldine (28), divorced, 5ft. 6in., brown hair, hazel eyes, one son (2), Selby.

Christine (16), 5ft. 6in., brown hair, blue eyes, Chester-le-Street.

Kathryn (17), single, 5ft. 2in., blonde hair, blue eyes, Halesowen, W. Midlands.

Sandra (18), single, 5ft. 1in., brown hair, blue eyes, Runcorn.

Karen (20), single, 5ft., brown hair, blue eyes, London.

Hilda (20), single, 5ft. 4in., brown hair, blue eyes, Peterlee, Co. Durham.

Jackie (16), 5ft. 6in., brown hair, brown eyes, Wealdstone, Middx.

Jacqueline (18), single, fair hair, blue eyes, Rochester, Kent.

Debbie K. (15), 5ft. 5in., brown hair, blue eyes, London.

Gill (25), single, 5ft. 5in., brown hair, hazel eyes, Warley, W. Midlands.

Dawn (16), single, 5ft. 2in., brown hair, hazel eyes, Portsmouth.

Sheila (25), divorced, 5ft. 3in., brown hair, blue eyes, two children, Portsmouth.

Tamzin (16), 5ft. 3in., brown hair, green eyes, Oxford.

Pat (28), divorced, 5ft. 4in., dark hair, green eyes, Liverpool.

Fay (17), single, 5ft. 3in., dark hair, blue eyes, Yeovil.

Valerie (17), single, 5ft. 3in., fair hair, blue-grey eyes, Yeovil.

Sue (22), divorced, 5ft. 5in., brown hair, one daughter, Plymouth.

Jean (19), single, 5ft., black hair, hazel eyes, Flint, Chwyd.

Sue (16), 5ft. 4in., brown hair, brown eyes, Maghull, Merseyside.

Sheila (20), single, 5ft. 4in., auburn hair, blue eyes, Romford.

Sharon (20), single, 4ft. 9in., brown eyes, Portsmouth.

Mary (35), single, 5ft. 2in., brown hair, grey eyes, Stockport.

Mary (16), 5ft. 3in., brown hair, green eyes, Co. Waterford.

Judy (16), 5ft., blonde hair, green eyes, Co. Waterford.

Margaret (18), single, 5ft. 6in., brown hair, brown eyes, Scarborough.

Thelma (29), divorced, 5ft. 6in., auburn hair, green eyes, two children, Stoke-on-Trent.

Pauline (15), 5ft. 4in., dark hair, brown eyes, Chesterfield.

Susan (35), divorced, 5ft. 2in., brown hair, brown eyes, two children, Haverfordwest.

POINTS LEADERS

The following table shows the total points of the men and women at the top of each advancement roster for petty officer and leading rates.

"Intermediate" (Int) indicates that men can expect to be advanced before they are eligible to receive merit points or before the roster can be adjusted to take account of them. This means that the men are advanced in the MT, Education and Quarters Assistant categories are placed on the rosters in seniority order and are not required to pass an examination.

The number following the points (or basic date) is the number of men who have been advanced during June.

Extracts of WRNS advancement rosters are given where an examination is required to qualify for the higher rate. WRNS ratings in the MT, Education and Quarters Assistant categories are placed on the rosters in seniority order and are not required to pass an examination.

The total points of the top eligible rating do not include May 31, 1978 S264C assessments. These are not reflected in the total points until August 1.

PO(EW)RS(W) — Int (7.12.78) 1: LS(EW)LR(W) — Dry, 2: PO(M) — Int (15.4.77) 9; LS(M) — Dry, 8: PO(R) — Int (23.3.77) 11; LS(R) — Dry, 7: PO(S) — Dry, 5: LS(S) — Dry, 7: PO(D) — Dry, Nil: LS(D) — Dry, 1: PO(MW) — 119, Nil: LS(MW) — Dry, Nil: PO(SR) — Dry, Nil: LS(SR) — Dry, 1: POPT — 133, 1: RPO — 206, 2: RS — 248, 5: LRO(G) — Int (13.9.77) 10; CY — 253, 2: LRO (T) — Int (15.3.77) 8; PO(S)(SM) — Dry, 2: LS(S)(SM) — Dry, 4: RS(SM) — 109, Nil: LRO(SM) — Dry, 3: PO(UW)(SM) — Int (3.3.77) Nil: LS(UW)(SM) — Dry, 3.

POMEM — Dry, 12; LMEM — Dry, 62; POCAL — Dry, 9; LCEM — Int (20.12.77) 11; POEL — Int (1.11.77) 13; LOEM — Int (20.4.78) 25; POREL — Int (25.8.77) 12; LREM — Int (8.6.78) 20; POWTR — 68, 5; LWTR — Int (23.2.77) 6; POSA — 248, 7; LSA — Int (8.6.78) 11; POCA — Dry, 2; LCA — Dry, 1; POCK — 364, 1; LCK — Int (16.12.75) 14; POSTD — 278, 8; LSTD — Int (30.10.76) 11.

POMA — 190, 6; LMA — 147, 9; POAF/POAM(AE) —

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It's all go branch

As this elusive summer rolls on, the weather, glad to say, is having no dampening effect on branch activities.

Parades, dances outings, fetes are in full swing. And if enthusiasm is anything to go by, the Miss R.N.A. contest may be under way before the evenings draw in. The question now is: which branch will be the first to nominate a finalist?

It would be no surprise to find Deeside setting the pace. Their ladies committee recently staged a successful floor show and they also raised more than £100 for the local Sea Cadet Unit, T.S. Tuscan.

Nor are Luton and Dunstable slow to sponsor new ideas. Their branch meetings are the most

enjoyable since they introduced a "This is my life" session in which a nominated member takes the floor and gives a brief autobiographical account of himself, particularly his service life. Shipmate Bruce, who introduced the idea some months ago to help members get better acquainted, did not foresee what a rich opportunity it would provide to hear some extremely funny stories. With branch membership up to 400 there should be many good stories at the meetings ahead.

Another branch going from strength to strength is

Kidderminster. Considering the branch reformed only a year ago they are naturally pleased to boast a membership of 85.

Bicester are also pleased to report an increase in members. If their friendship with members of the Ministry of Defence Police Club, which began during the firemen's strike, continues to flourish, this increase may well continue.

If social life goes with a swing, a lot of time is also being spent helping others less fortunate. Liverpool, after a lot of hard ticket selling and other fund raising ventures, have raised £1,000 to help renovate a room in the Star and Garter Home. They have also adopted Shipmate Neil Shooter, a bed patient in the Home, and Shipmate Heckford of Hayle, Liverpool, who was a boy seaman in H.M.S. Lion in 1912, and an able seaman in H.M.S. Vindictive during the Zebrugge raid.

Helping ex-R.N. patients in Rainhill hospital is something Kirkby members do throughout the year. Patients are regular visitors to their club for an evening of bingo or a sing-song and buffet supper.

Denby Dale members also do a lot of work for former sailors. To provide tombola prizes at the mid-summer dance, they bought soft toys made at Stonthorpe Hall hospital and the money raised will go to provide extra comforts for the ex-R.N. patients they look after.

Not many branches can compete with Horley, who had the distinction of having Shipmate Arthur White, aged

(Continued in next page)



After an enjoyable visit to H.M.S. Vernon and H.M.S. Dolphin, members of the Leicester Senior Service Association returned home with some treasured souvenirs — three crests, one call and chain, one Fleet CPO's tie and rate badge, displayed here by Association secretary Mr. G. A. Rogers.

Picture: Leicester Mercury

CALLING OLD SHIPMATES

AA2 G. P. Browster, POs' Mess, H.M.S. Daedalus, Lee-on-Solent, Hants, is anxious to hear from anyone who may have known his grandfather, a stoker in the Royal Navy before the First World War, and known in the boxing ring as Gunboat.

Mr. Graham J. Maddocks, 10, Ashburton Avenue, Birkenhead, Merseyside, researching the S.S. Anselm, a 5,000-ton Booth Line vessel lost on July 5, 1941, wishes to hear from members of the crews of H.M. ships Lavender, Petunia, Starwort, and the escort vessel H.M.S. Challenger.

Mr. Mike Leonard (ex-H.M.S. Blake), Eversley Hotel, Ventnor, Isle of Wight (telephone 852244 or 852018), wishes to contact his old shipmates LMEM Alan Mason (last known ship H.M.S. Jupiter) and MEAH1 Steve Bromfield.

Mr. T. P. Roberts (Taffy), c/o Snowdon Mountain Railway, Llanberis, Cwynedd, N. Wales, would like to contact any of his old shipmates who served on harbour defence motor launches on the Adriatic coast during the Second World War.

H.M.S. Naiad, in refit in Devonport, will be holding a re-dedication ceremony in December. Ship's company of the previous Naiad — torpedoed in the Mediterranean, March, 1942 — will be very welcome and are invited to write to the Commanding Officer, H.M.S. Naiad, BFPO Ships, for further details.

Mr. E. Clack, Staff Quarters, Pangbourne College, Pangbourne, Berks RG8 8LA, is anxious to know what happened to the two totem poles and the Maori's head on the quarter-deck of H.M.S. Maori, presented to the ship at Devonport in 1938 by the High Commissioner of New Zealand.

Mr. T. Graham, 231, Hawley Road, Dartford, Kent, would like to

get in touch with any ex-shipmate who served in H.M.S. Inflexible during the Battle of the Falklands, December, 1914.

Mr. Jack "Ginger" Williams, 74, Princess Crescent, Hawne Park, Halesowen, West Midlands B63 3QG, would like to contact old shipmates of H.M.S. Aurora, 1942-44, and would welcome a copy of the "Silver Phantom," published by ship's company.

Mr. D. R. Goodman, 39, Woodsworth Close, Tipton, West Midlands DY4 0TG, would like to hear from old shipmates who served in H.M.S. Mauritius 1942-44; H.M.S. Broadsword 1948-50; and in the 1730 Royal Naval Battalion formed June 1944, which operated in Holland and Belgium and was demobilised Hamburg and Buxtehude 1946.

Miss P. J. Traynor, 54, Walnut Way, Swanley Kent BR8 7TW, would like to hear from anyone who can help her obtain a copy of the souvenir magazine produced by H.M.S. Rhyl after the ship's 1967-69 West Indies commission. The editorial staff included Lieut.-Cdr. I. E. Williams, PO R. J. Simpson, Yeoman D. R. Nabbs, LME L. B. Hogben and Ro(T) A. W. Croucher.

Mr. Adam Robson, Craigmoar, Dollar, Clackmannanshire FK14 7BD, would like to hear from anyone who served in H.M.S. Whitsand Bay in the Mediterranean in May, 1947.

Mr. C. Simkin, Glencroft, 142, Slad Road, Stroud, Glos, would like to hear from any of the ship's company of H.M.S. Flamingo 1939-41 who might consider a get-together to help those less fortunate.

Mr. Harry Clark, 12, Charlton Close, Linton, near Burton-on-Trent, Staffs, would like to hear from old shipmates who served with him in H.M.S. Canterbury 1917-19.

Mr. D. B. Clark, 5, Warren Drive,

Linton, near Burton-on-Trent, Staffs, would like to know what happened to H.M.S. Stonechat — M25, later N25 and put up for sale in 1963.

Mr. Han Kin Siu, ex-CPOSTD, serving in RFA Stromness, BFPO Ships, would like to hear from Lieut. Piper, who served with him in H.M.S. Jamaica from 1949-51 or any shipmates who remember him.

Mr. I. E. Jones, Sweets Farmhouse, Stour Row, near Shaftesbury, Dorset (telephone East Stour 201), would like to hear from the survivors of H.M.S. Royal Oak. His father-in-law, Capt. F. N. Cook, DSC RAN (retd), is coming to England for a month on August 12, his first visit since the war. Capt. Cook was one of the survivors from H.M.S. Royal Oak and took part in the Bruneval raid, where he won his D.S.C.

Mr. Jack Hawes, 40, Howard Road, Shirley, Southampton SO1 5BL, would like to hear from any of his old shipmates who served with him in H.M.S. Hawkins, and would welcome any photographs of the ship.

Mr. Gordon Stevens, 20, St David's Road, Portsmouth, would like to hear from the 30th Motor Torpedo Flotilla (commanded by Cdr. Peter Magnus), running out of Hornet, Lowestoft and Ostend 1944-45, with a view to holding a flotilla reunion.

Mr. F. Spree, Shirley Avenue, Chatham, Kent (telephone Medway 61223), would like to contact his old friend, Stoker R. King, Mess 25, H.M.S. Calcutta.

Mr. R. W. Barton, 51, Clinton Road, Far Cotton, Northampton (telephone 0604-62703), would like to get in touch with his old shipmate Harry Minchew, ex-Royal Marine butcher, who served with him in H.M.S. Hawkins from 1932-35 in the East Indies.

ROYAL NAVAL ASSOCIATION



on the line!

(Continued from previous page)

83, present and in fine form at the dedication of the national standard on June 18. Not only did he march the entire route to Horse Guards Parade, but was heard to say how sorry he was the impressive parade did not continue up Whitehall.

Another impressive parade was held in Aberystwyth, who celebrated their silver jubilee early in June. Festivities included a splendid jubilee ball and a parade of 200 R.N.A. members representing many branches in No 4 and No 7 Areas. The parade was inspected by Admiral of the

taken by Rear-Admiral T. V. Briggs.

As part of the celebrations to mark their silver jubilee year, Stockton-on-Tees gave a very enjoyable party for 250 children. The branch also raised £40 at a charity disco in aid of King George's Fund for Sailors.

Members of Macclesfield branch greatly enjoyed meeting members of the R.N. Display Team from H.M.S. Excellent.

From Nelson, New Zealand, comes news of their first ever wreath-laying ceremony, which took place appropriately on Anzac Day. Among those present were Shipmates G. Minty, J. Bax, J. Roach and J. Edwards.

Holyhead's well-attended Thetis commemoration parade and service was followed by a reception and reunion which was greatly enjoyed by members of many branches, including Deeside and Liverpool.

As the holiday season progresses those shipmates who head north will be welcome to drop in at Dundee branch meetings. They are held on the last Tuesday of each month in the chiefs' mess of H.M.S. Camperdown.

The newly formed Scarborough branch which commissioned in April is flourishing. With a bit of luck they hope to reach a target of 100 members and if their fortnightly dances continue to be such a success they will soon be able to put funds aside towards the cost of providing their own club.

BRANCH NEWS

Fleet Sir Michael Pollock, who also took the salute. At a social that evening, Shipmate Capt. C. F. H. Churchill, the branch president, presented certificates of life membership to Shipmates D. Llewellyn Hughes and Douglas Lloyd, and paid a special tribute to Shipmate Oswald Hughes, who has been secretary since the branch was formed in 1953.

Another impressive ceremonial parade was witnessed at Dunbar, when the new branch standard was carried proudly by shipmates through the streets after the dedication service at Dunbar parish church.

A similar ceremony took place at Harwich, when the branch standard was dedicated in the ancient church of St Nicholas. The salute, on this occasion was



A jolly company of residents from the Star and Garter Home are pictured here before entering the Richmond Silver Jubilee procession. Not surprising, in view of their smart turn out, and colourful ambulance, they went home with a Certificate of Merit for their efforts.

For the 200 permanently disabled ex-servicemen and the administrative and medical staff of the Star and Garter Home on Richmond Hill, Surrey, an event of great significance is about to happen. The daunting £1,000,000 modernization of the Home, begun in 1975, is about to finish.

As the residents look forward to the promise of life without electricians, plumbers and carpenters, the Home faces the challenge of having to raise £200,000 to meet the total costs. Half of this amount — £500,000 — will be provided by the Home from legacy revenue and capital reserves. An appeal for the balance has so far raised £300,000 but the remainder has yet to be found.

THE TASK

When the renovation task began three years ago it was decided to begin by modernizing two floors. As with all such work it entailed not only the patients' rooms, but the renewal of much of the plumbing, electrical wiring and the renovation of bathrooms, nursing offices and other ward services.

The Home provides accommodation for all ranks from the three Services. All are disabled.

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In 1964, the cost of maintaining one patient for a week was £21. By 1977 it had risen to £132, and the figure continues to increase relentlessly each year.

As an independent charity the Home must rely on voluntary contribution to help meet these costs. Thanks to the goodwill which exists towards the Home, and the splendid support by countless friends — particularly branches of the Royal Naval Association — the Home is confident that it will get through the present strain on resources.

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Malta Convoy Reunion (Operation Pedestal), will take place at the Magenta Restaurant, New Brighton, Merseyside, on Wednesday, August 9. For details telephone Mr. Jack Morris on 051-639 3756.

The annual visit of H.M.S. Coventry Old Hands to Coventry Cathedral will take place on September 16 and 17. Memorial service at 3 p.m., Saturday, 16th and dedication of standard at 10.30 a.m., Sunday, 17th. For details write to E. M. Skelly, 17, Avon Crescent, Stratford upon Avon, CV37 7EX.

Anyone interested in H.M.S. Antigua reunion (35 year commission) being held at Rope Island, Boston, Mass., U.S.A., should contact C. Bowne, ex-2 Mess, The Mercia, Cross Cheaping, Coventry. Telephone: Coventry 56002.

OBITUARIES

Shipmate L. Water, from Portsmouth, member of Wokingham branch. Served in the Royal Navy 23½ years. Died May 24, age 75.

Shipmate Sean Duffy, member of Tonypandy branch, former MEM served in H.M.S. Naiad, 1970-72. Died June 20.

Shipmate Ernie Kelly, founder member Bloxwich branch and branch chairman for 23 years. Served in the Prince of Wales in action against the Bismarck. Died July 8.

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Sun. 6th	DISCO NITE	D.J. Richard Wood	8 till 1130	30p
Mon. 7th	POP NITE	Sight & Sound + D.J. Peter Cross	8 till 1130	50p
Thurs. 10th	SUMMER DANCE	Radio 1 D.J. Simon Bates & Soul Group Gonzales	8 till 1230	£1
DRESS CASUAL, NO JEANS OR TRAINING SHOES				
Sun. 13th		D.J. Richard Wood	8 till 1130	30p
Mon. 14th		Federation + D.J. Peter Cross	8 till 1130	50p
Thurs. 17th		D.J. John L. Thompson	8 till Midnite	30p

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HELPING HANDS ... HELPING HANDS ...



Moment of high (and low) humour as H.M.S. Norfolk's bed collapses from the strain and the pit-pushers collapse with laughter yards from the start of the Gibraltar charity haul.

How to get up without leaving your pit



Lieut. Tom Richardson and CPO Paul Doswell (above) of H.M.S. Royal Arthur walked 168 miles in 168 hours and 10 minutes breaking the record in Wales for the time taken to travel Offa's Dyke path. They collected £200 for the Haemophilia Society.

One way of getting a comfortable view from the Rock of Gibraltar is to haul a bed to the top. Getting it up the 1,500 ft. from sea level is of course another matter — as 28 stokers from H.M.S. Norfolk found out.

The long, long walk

At one point the "pit" rebelled and in protest collapsed under a mountain of men, but apart from this setback, sailors and bed made it to the top.

The idea was the inspiration of LMEM Max Ottesen and MEM Daly — and the effort raised over £300 for St Bernard's Hospital, Gibraltar.

To take a bed for a walk on a relatively level route can also prove taxing as 16 sailors from H.M.S. Kent discovered. Accompanied by two nurses from St Mary's Hospital, Portsmouth, they walked the bed from Portsmouth to Brighton Pier, a distance of 47 miles. The aim was to raise more than £250 towards

the cost of a "bionic hand" for a child.

Fish weighing 130lb. were the net result of a five day angling marathon at Southwick Park Recreational Centre by LS Rod Hunt, LS Stewart Bowden, MEM Jan Peach and OEM Martin O'Brien from the submarine H.M. Otus. Each man fished between 16 and 20 hours a day and they raised a total of about £200 in aid of Caring for Children.

A sponsored slim-in by 17 Wrens and one naval officer from H.M.S. Dryad resulted in a combined total of 9st. 8lb. being lost and £130 gained in aid of King George's Fund for Sailors. In sharp contrast, Wrens at H.M.S. Dolphin held a strawberry and cream tea and raised £11.50 for a local charity.

Four sailors from H.M.S. Avenger raised £140 for the Royal National Lifeboat Institution by walking 30 miles from Plymouth to Fowey in 12 hours. The walkers were: LS Malcolm Wilkie, LREM Paddy Kerr, LS Taff Hurley and LOEM Uggie Uglov.

Electrical artificer apprentices at H.M.S. Collingwood run to raise money. Averaging 6¼ miles per man they have completed 434½ running miles, which they hope will raise £200 for King George's Fund for Sailors.

Spartans aid Barrow

H.M.S. Spartan's crew entered a float in Barrow Carnival in aid of the Friends of Furness Hospitals. Twelve members of the ship's company, led by CPO COXN Peter Roake, dressed as Spartan soldiers and accompanied local children dressed as slaves.

With the able assistance of PO STD Brown (Head Slave), the children pulled the float 4½ miles. Though they did not win the competition for the best float, they helped raise a substantial part of £1,600.

H.M.S. Spartan also entered a team in the local "It's a Knock-out" competition which helped raise £1,200 for Barrow charities.

While attending the 'mechanics' qualifying course at H.M.S. Sultan, 26 petty officers spent a day helping others. Some tidied the gardens of pensioners while others renovated one of the huts used by a Sea Cadet Unit.

Two engineers from H.M.S.

Hydra gets runaround!

Surg.-Lieut. Simon Ridout, AB Steve Goodwin, MEM Taff Taylor, POSTD Paddy Burke, CEM Mac McCarty and STD Stephen Wagstaffe of H.M.S. Hydra completed 45 miles in an

Collingwood designed and made a mobile stool to help a handicapped man move easily around his home. The chair, set on castors, is made from an office typist's chair with a seat from an ordinary stool. Radio electrical apprentices from Collingwood helped install a climbing frame at Heathfield Day Special School.

About 500 bags of rubbish were removed from Garelochhead beach near Faslane, by members

of the 10th Submarine Training Class of Clyde Submarine Base. Their one-day clean-up raised £50 for H.M.S. Neptune's Charity Chest.

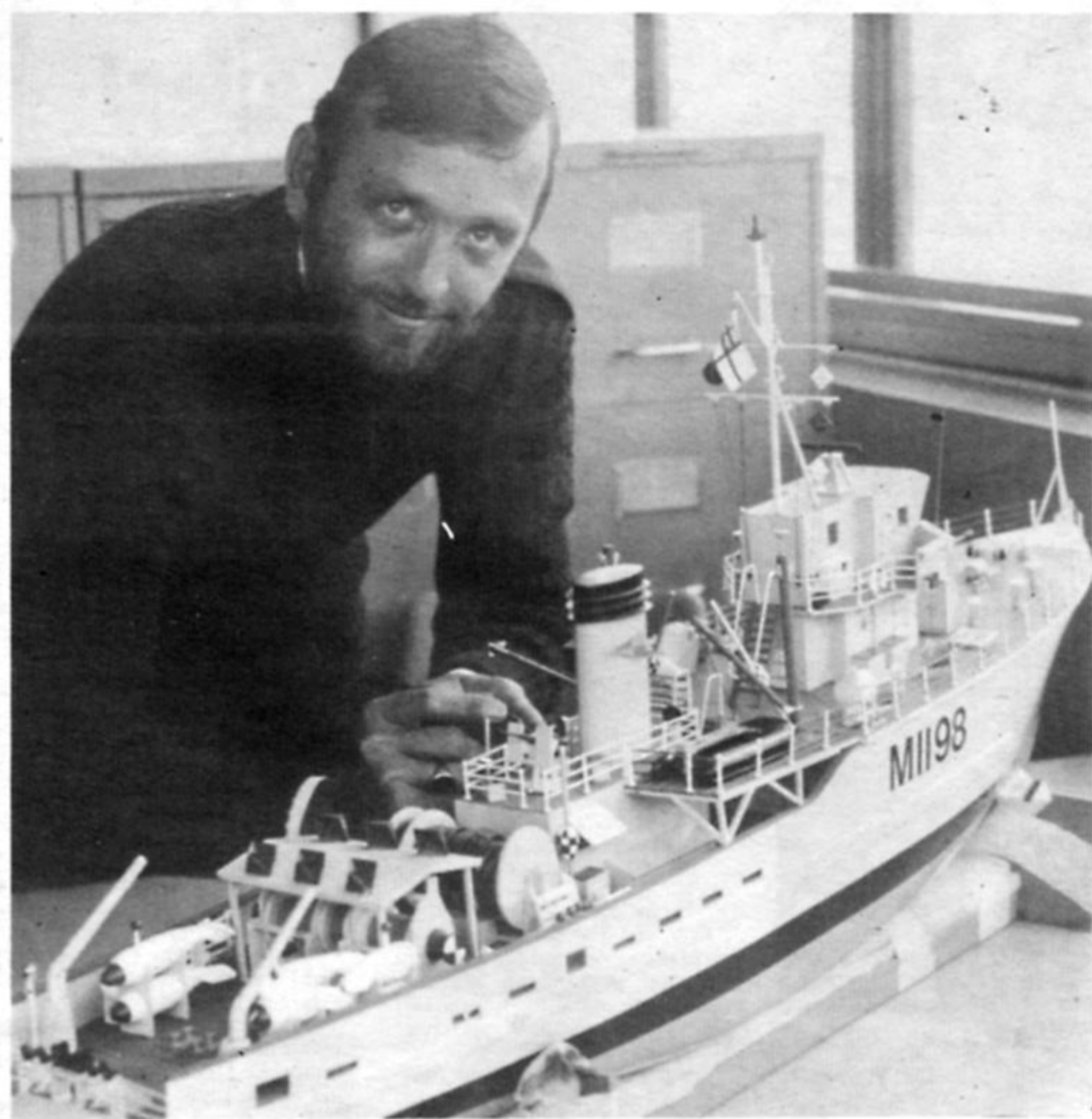
Ratings from Osprey Division H.M.S. Vernon have been helping to clear scrub land at Heyshott Down for the South Downs Preservation Trust. Led by CPO Rod Conway, six junior ratings camped out on the downs for several days to carry out the work.



Carshalton, Surrey. During the whole deployment more than £500 was collected for charity.

Picture: LA (Phot) D. Wigfield.

PEOPLE IN THE NEWS

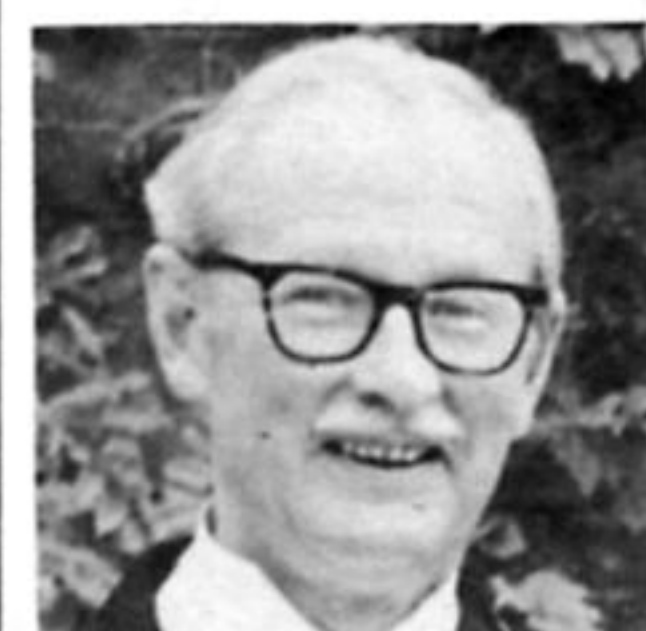


PO FRED MANN, serving in H.M.S. Vernon, has been making models for 20 years, and is pictured here with his latest — and biggest — creation. It is a 4ft. model of H.M.S. Ashton, the former coastal minesweeper. The model, which took up most of Fred's spare time for the last 12 months, has been donated to the minewarfare section in Vernon.



FCPO ANTHONY SMITH (above) has spent the major part of his naval career in the Submarine Service, and the last 25 years as a submarine coxswain. To mark his second departure from H.M.S. Resolution — he served in her during her first commission — he was presented with a picture of the submarine by her commanding officer, **Cdr. HUGH PELTOR**.

FCPO Smith was coxswain of five conventional submarine before joining Britain's first "nuke", H.M.S. Dreadnought, in 1963. He is now Rating Control Officer in H.M.S. Neptune.



Mr. H. G. STEWART has retired as Director of Studies at Britannia Royal Naval College, Dartmouth, after 31 years on the academic staff at Dartmouth. He was awarded the CBE in the recent Birthday Honours List.

Picture: CPO(Phot) Tony Wilson

Sure hand at the helm



Old sea-dogs watching the arrival of the American guided missile destroyer U.S.S. John Paul Jones at H.M.S. Tamar were correct if they detected a certain panache in her handling. Conning the senior ship of the U.S. Navy's Destroyer Squadron was Lieut. **HARRY COOK**, R.N., returning to a harbour he knows like the back of his hand.

Harry served as navigating officer in H.M.S. Beachampton, one of the Hong Kong Squadron's five patrol craft, before joining the San Diego-based destroyer on exchange. He returns to Britain — and the Royal Navy — in December.

Picture: PO Stuart Wood



People in the News pictures often portray the Royal Navy as a family business. Just to keep that theme going, here are a few more items for the "family" album. When H.M.S. Torquay visited the Clyde Submarine Base, **MEM1 ANDREW SEARS** was given a paint skip tour of "dad's dock" and the submarine inside. Dad is Lieut.-Cdr. **TONY SEARS**, dockmaster of Admiralty Floating Dock 60.

Family business

Another father and son to be reunited through the good offices of H.M.S. Torquay were Lieut.-Cdr. **RON RICHARDSON**, the ship's supply officer, and son **IAN**, a midshipman aboard for sea training. Ian is an undergraduate at Liverpool University.

H.M.S. Fife can boast twins in her ship's company. They are (pictured below) **JMEM1 TERRY FAWCETT** (left) and **JS(R) ALAN FAWCETT**, pictured here during the Fife's deployment to Denmark and Amsterdam. H.M.S. Fife is the 17-year-old twins' first ship.



Picture: LA(Phot) Iain Ferguson

The Rev. Noel Jones, chaplain of H.M.S. Tamar, has more than a professional interest in the rising framework of Holy Trinity, the Royal Navy's newest church being built at Hong Kong. The son of a Pontypool builder, he knows a thing or two about bricks and mortar. Enough in fact to win respect on any building site.

Holy Trinity will be a welcome focal point for Mr. Jones's scattered and varied flock, which includes families from all three Armed Services living at Hong Kong. Since the Dockyard Chapel was demolished they have been attending services in a gymnasium, and a former medical ward in the sick bay.



Sailing submariners

Capt. CHARLES BAKER, captain of H.M.S. Dolphin and commanding officer of the First Submarine Squadron, travelled in style to Gibraltar to take part in the flotilla training period — not underwater as might be expected but on the surface and under sail.

Capt. Baker was a crewmember of the sail training yacht Dasher on an adventurous voyage to Gibraltar. H.M.S. Dolphin and submarine flotilla personnel made up the crew, skippered by Lieut.-Cdr. **FRED OWENS**.

Pictured (front, left to right) are **MEM Tanzy Lee**, **Wren Marion Duffy** and **Wren Mary Curley**; (centre) **CY Ben Hale**, Lieut.-Cdr. **Owens**, Capt. **Baker**, and **OS Robert Farrell**; (back) **CEM Alan Haste**, SA **Philip Bates**, OEM **Steve Cooksey** and **OS John Clifford**.



Air Mech Humphreys is alive and well!

Air Mech1 K. G. HUMPHREYS is alive and well and living in the north-east of Scotland! So he tells us after reading the Navy News story (May) about his missing medal.

Eight-year-old Leigh-Jane Russell, daughter of a petty officer serving in H.M.S. Hubberton, found the Long Service and Good Conduct Medal on a Portsmouth pavement, then contacted Navy News to trace the owner.

Mr. Humphreys tells us he received the medal in 1970 while serving as an instructor in H.M.S. Condor, the former R.N. air station at Arbroath. It was stolen from his car at Manchester Airport in 1973, and has been missing ever since.

SISTER SHIPS NEWCASTLE AND SHEFFIELD ON THEIR TRAVELS

Return to the Tyne

H.M.S. Newcastle's first return visit to the Tyne was marked by the granting of the freedom of the City of Newcastle to the Navy's newest guided missile destroyer.

The Newcastle was built at Wallsend, within the boundaries of the city, and this was her first visit since she sailed out of the Tyne in February on her acceptance voyage to Portsmouth.

A large proportion of the ship's company are Geordies, and for many who stood by while the Type 42 was building this was an excellent opportunity to see their homes and renew old acquaintances.

The close link between city and warship can be gauged by the fact that an estimated 10,000 people visited the ship during her week in the Tyne.

Salute

Wet weather did not deter the ship's company, led by the Royal Marines band of Flag Officer Scotland and Northern Ireland, from marching through the streets of Newcastle with bayonets fixed, swords drawn, flags flying and drums beating. The salute was taken by the Lord Mayor of Newcastle, Mrs. Doris Starkey.

A dispute in Portsmouth Dockyard slightly delayed the ship, just long enough to allow five sailor cyclists to get to Newcastle ahead of their ship. Their efforts raised £350 for the Percy Headley School for disabled children.

During the week a racing eight was launched by Mrs. Roni Oswald, wife of Capt. Julian Oswald, commanding officer of the Newcastle. Crew members visited

the greyhound track to attend the H.M.S. Newcastle Stakes, several local companies were toured, and a children's ward at the Newcastle General Hospital was adopted.

Back in Portsmouth, Admiral of the Fleet Earl Mountbatten visited the ship to present long

service and good conduct medals to five of the ship's company, CMEM Taff Sadler, CEMN1 Karel Woolley, POMA John Hamlin, POCEL Graham Allwood and POOEL Ian Chambers.

Thirty years ago, while Commander - in - Chief Mediter-

anean, Earl Mountbatten flew his flag in the previous Newcastle, a cruiser.



Pictures: LA(Phot) Jim Ferguson.

Above: All smiles as Mrs. Doris Starkey, Lord Mayor of Newcastle, inspects the ship's company of H.M.S. Newcastle before their march around her city. She is talking to CPO(OPS)(R) Dan Naylor. On his left is LS(R) George Ovendon. Capt. Julian Oswald, commanding officer of the Newcastle, escorts the Lord Mayor.

"Follow me boys and we'll nip in round the back!" was one cheeky suggestion for a caption to the picture on the left, which shows H.M.S. Newcastle's ship's company marching through the streets on being granted the Freedom of Newcastle.

Shinier than ever!

The "Shiny Sheff" got a special polish for her visit to Rotterdam. It coincided with an international defence equipment exhibition being held in the city, and H.M.S. Sheffield was soon playing host to some Very Important People.

Among them were Admiral of the Fleet Sir Peter Hill-Norton, Chief of Fleet Support Vice-Admiral J. H. F. Eberle, Rear-Admiral J. R. S. Gerard-Pearse, and senior officers and admirals from the Netherlands, India, Australia, New Zealand and Chile.

And as if that was not enough to be getting on with, nearly 2,400 local citizens went on board the Type 42 vessel during a two-hour session.

TARGET

The Rotterdam visit followed a trip to Stockholm and exercises in the Baltic with H.M.S. Kent and the Third Frigate Squadron.

Her return to Portsmouth ended a four-month period during which the Sheffield steamed nearly 16,000 miles, saw a lot of the North Sea, fought off several of FOST's ships in exercise, acted as a target for embryo submarine commanders, fired off a Sea Dart missile at Aberporth, and visited Pembroke Dock, Rosyth, Faslane and Scapa Flow.



"Shiny Sheff" — an aerial shot taken from her Wasp helicopter in the Baltic.



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PORTRAIT OF A PIONEER



Dame Jocelyn Woolcombe, former Director WRNS 1946-1950, accompanied by Commodore J. H. Carlill, H.M.S. Drake and the present Director WRNS, Commandant Vonla McBride, casts an appraising eye on a portrait of herself which she unveiled in the foyer of the WRNS

quarters named after her at H.M.S. Drake. Dame Jocelyn, now in her 70s, did much to shape the role of the modern Women's Royal Naval Service. She is still an active president of the Association of Wrens. The portrait was given to her by Yelverton artist, Marie Louise Murray.



H.M. ships Egeria, Echo and Enterprise alongside Endeavour Wharf, Whitby.

Inshore Squadron in Cook celebrations

Endeavour Wharf was a fitting berth for H.M. Ships Egeria, Echo and Enterprise, of the Inshore Survey Squadron, when they paid a four-day visit to Whitby for the Captain Cook commemorative celebrations.

In a small attic room overlooking the wharf, James Cook, born the son of an agricultural labourer 250 years ago, dreamed of joining the Royal Navy. He became the famous navigator, Captain Cook.

An exhibition of his work and that of the present Hydrographic Department mounted on the wharf proved as big an attraction as the ships, which remained open to visitors throughout the celebrations.

For many unaware of the work of the Inshore Squadron, the exhibits, displays, charts and instruments presented for viewing by the three ships aroused great interest.

Much to the delight of the ships' companies, the Squadron's pin-up girl, 18-year-old Lene Orgersen, travelled from Stoke-on-Trent to spend a day with her ships.

Lene joined the ships' companies as guests of the Scarborough Borough Council at a buffet luncheon held in a Whitby hotel. Ships companies were also invited to a dance featuring Kenny Ball and his Jazzmen. Visits were also made to R.A.F. Fylingdales and to the North Yorks Moors Steam Railway.

PANAMA TRANSIT BY R.N. GROUP

**JACK
IN THE
PACIFIC**

The ten ships of Group Seven Deployment — led by H.M.S. Blake — have made an alphabetical start to their six-month tour of duty in the Pacific.

After exercising with the French Navy and a short visit to Brest, the group steamed to Bermuda, Cartagena, and on to San Diego via the Panama Canal.

With the Blake — which is wearing the flag of Rear-Admiral R. R. Squires, Flag Officer First

Flotilla — are H.M. Submarine Conqueror, H.M. ships Birmingham, Ambuscade, Hermione, Juno and Leander, and three Royal Fleet Auxiliaries.

While the ships were at Bermuda, a painting of the Blake's crest was added to the many already displayed on the dockyard walls.

Welcome

Next stop was South America, where the group visited the old Spanish town of Cartagena in Columbia. The small Colombian Navy proved excellent hosts and the town extended a warm welcome, good beaches and a hot sun.

The Blake reciprocated with a party for local orphans.

Admiral Squires and the British Ambassador, Mr. K. J. Uffen, laid a wreath at the memorial to Simon Bolivar, the Colombian national hero, during an impressive ceremony in which the Blake's guard exercised the Royal Navy's privilege of marching through Cartagena with bayonets fixed.

Anglo-Colombian bonds were further strengthened on the Blake when Admiral Squires presented engravings of H.M.S. Victory to two young Colombian officers who had passed out of the country's naval academy.

The two were previous winners of the Nelson Sword, awarded to the cadet displaying the best naval spirit during his course.

Exercises

Defence Attache Lieut.-Col. M. Liley, who works in the embassy at Bogota, 800 miles away, was in Cartagena to assist with the visit, and took passage in the Blake for the transit of the Panama Canal.

Next on the programme for the group were a four-week assisted maintenance period at San Diego, followed by exercises and a visit to Esquimalt, the Canadian base on Vancouver Island.

On passage to Bermuda, 820 Naval Air Squadron celebrated its 1,000th deck landing on the Blake during this commission.



Spot the ball! Inter-ship sports on the flight deck of H.M.S. Ambuscade, with H.M.S. Blake in the background.

Picture: LA(Phot) R. J. Glee

Antelope links up

Before returning to Devonport after six months as West Indies guardship H.M.S. Antelope visited Hamilton, Bermuda, with H.M.S. Blake and then called at Ireland Island, where ships of the Pacific deployment had gathered.

In her last month as guardship, the Antelope also visited Port Canaveral and Belize.

At Belize, farewells were said to the Army and R.A.F. ashore and eight members of the Royal Highland Fusiliers embarked in the Antelope for the homeward passage.

The visit to Port Canaveral offered the chance to see the wonders of Disney World and Sea World and as an added bonus 40 members of the ship's company saw a weather satellite launched from Cape Canaveral.

During the visit to Bermuda the Antelope acted as guardship for the finish of the Newport to Bermuda yacht race which attracts entries from all over the world. This year the British yacht Marionette, with Lieut.-Cdr. Don Budge and Lieut. Tony Higham on board, finished second in her class.

Volunteers sought

Volunteer ratings and R.M. other ranks are needed to take part in an environmental study due to start at the Institute of Naval Medicine, Gosport, on September 11.

Details can be obtained from the Environmental Medicine Unit — telephone Portsmouth naval base (Portsmouth 22351), ext. 41884. DCI(RN) 703/77 also refers.

MAJOR DRUGS FIND



The Navy's three-man Far East Clearance diving team in Hong Kong discovered plastic cans of drug-making chemicals worth more than half a million dollars when they were called in to assist police in a major drugs search.

Operating in 50ft. of water, CPO Dicky Viney, LS Yorkie Knowles and AB John Waller — pictured here — found the chemicals on the seabed off Joss House Bay.

It is believed drugs are dropped overboard from fishing junks for collection by agents after being smuggled from other parts of South-East Asia.

Help from Hermione

During a visit by H.M.S. Hermione to the Dominican Republic, Capt. Basil Watson, commanding officer of the frigate, handed over five boxes of medical supplies to a children's clinic which is totally supported by the Dominican Navy and provides free treatment to mothers and children in the poor area of Santo Domingo.

While a combined Royal Navy and Dominican Navy one-day exercise was taking place off the Dominican coast, the Hermione landed a working party which painted and repaired the fresh water system at the clinic.



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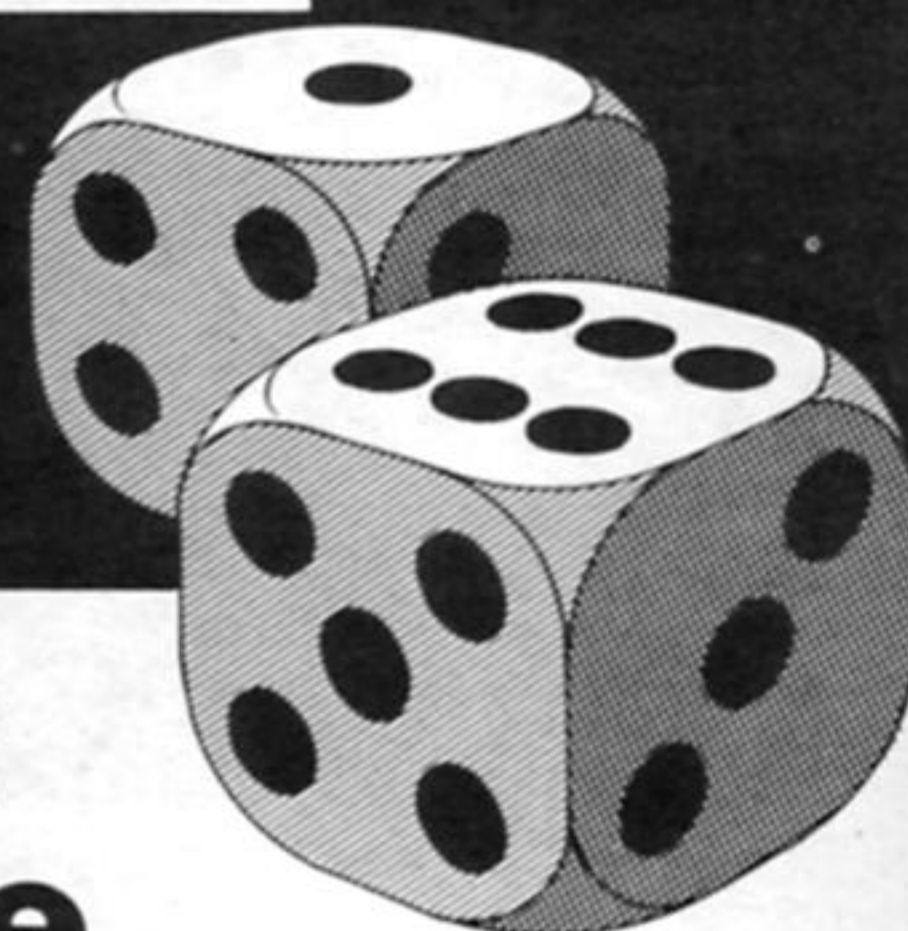
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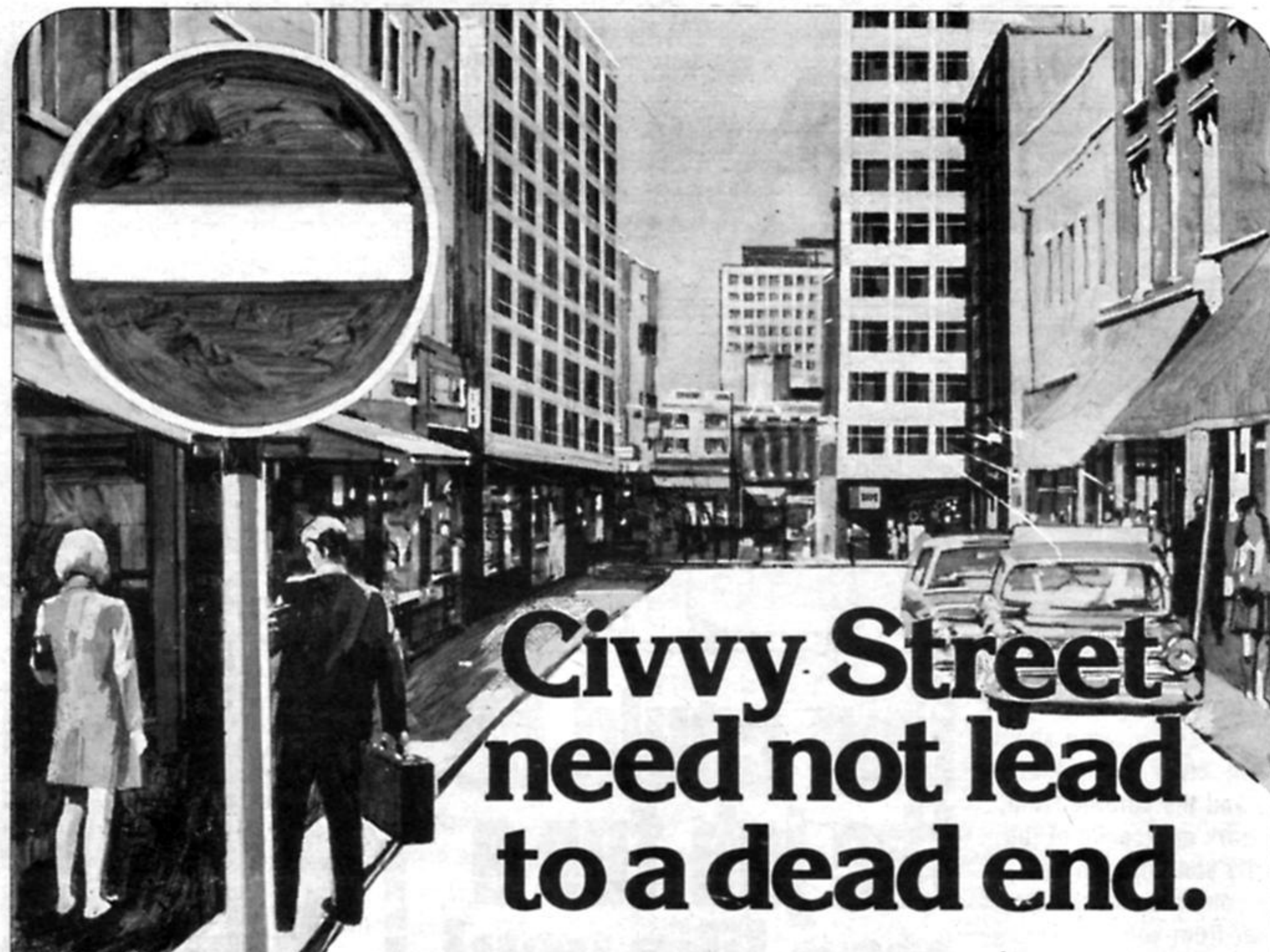
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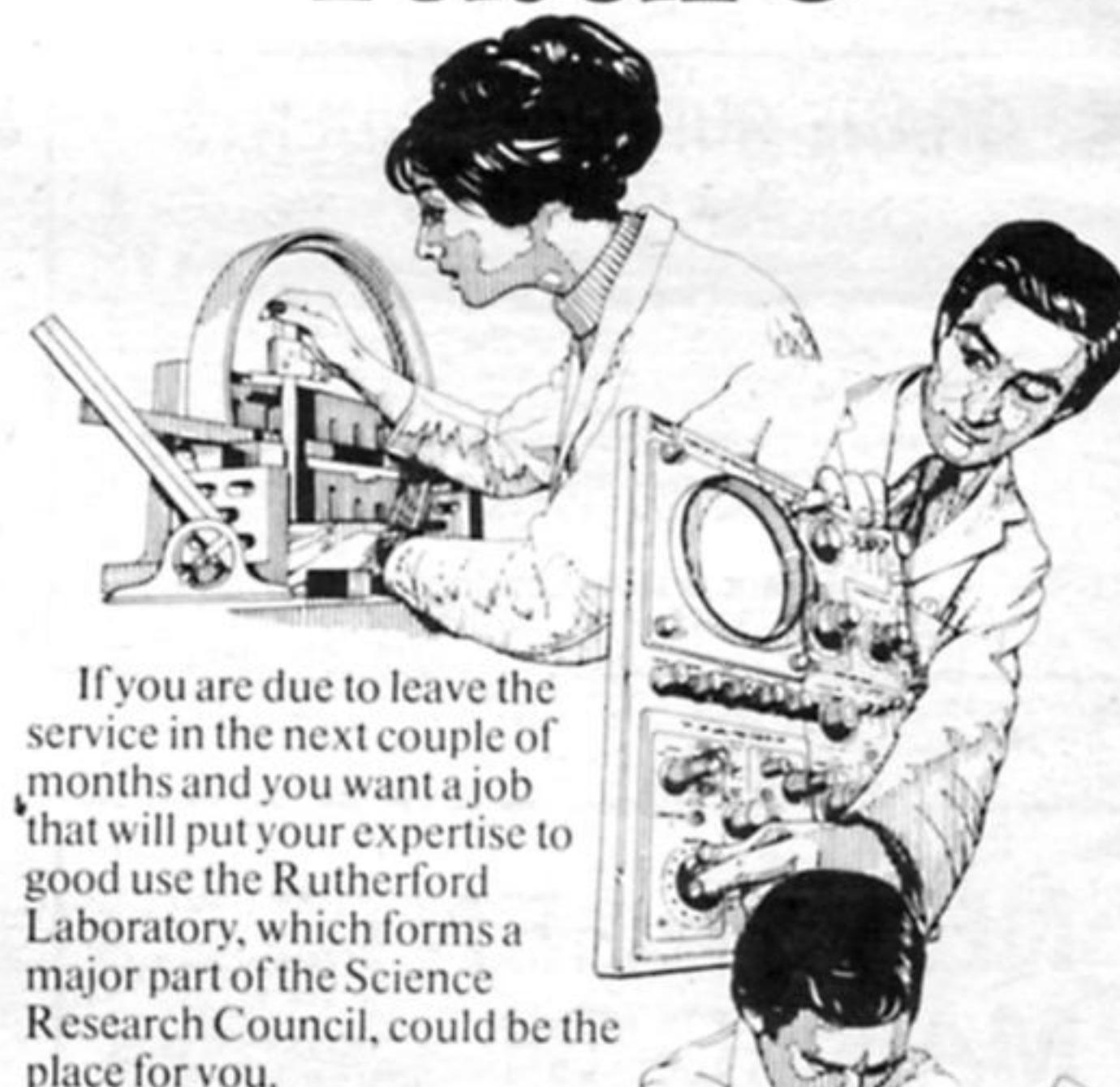
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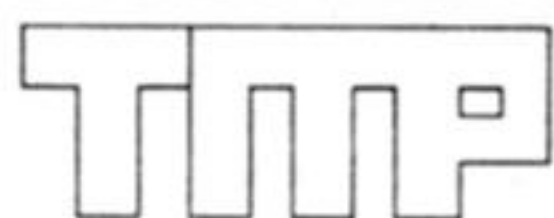
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SPORT

What a struggle!

Although scoring six more points than last year, the Royal Navy filled their usual third place at the Inter-Service Athletic championships at Alexandra Park.

The R.A.F. and Army disputed first place throughout the meeting, but the issue was not decided until the final relays, when the R.A.F. edged in front by 155 points to 153.

The Navy did, however, have some success, mainly in the shot and discus, where they picked up maximum points from both. WO11 Ted Kelland (R.M. Bristol) won both events, each time beating team mate RELMN(A) Trevor Walhen (H.M.S. Nelson).

TRIPLE JUMP

REA Mac Macaulay (H.M.S. Collingwood), a non-starter in the Navy championships, justified his selection by finishing second in the triple jump with 13.75m.

Lieut. Eammon Fitzgerald (H.M.S. Vernon) equalled his personal best in the pole vault with 4.00m. but was unlucky not to get second place after losing out on the count-back rule.

Lieut. Rees Ward (H.M.S. Brighton) broke his own Navy 5,000m. record by finishing third in 14min. 25.4sec., and CPO Alan Cronin (H.M.S. Hecate) picked up the third place medal in the 110m. hurdles.

PERSONAL BEST

Next best thing to winning a medal is achieving a personal best — something accomplished by several of the Navy competitors. MEM Errol Johnson (H.M.S. Antrim) ran his 400m. in 49.7sec., LMEM LeRoy Elliott (H.M.S. Mercury) did the 200m. in 22.7sec. and was just beaten for third spot, and CEA Terry Price (H.M.S. Pembroke) equalled his personal best in the 400m. hurdles with 56.7sec.

Five Navy athletes have been chosen to represent Combined Services against Southern Counties at Crystal Palace on August 2. They are WO11 Ted Kelland (shot and discus), RELMN(A) Trevor Walhen (shot and discus), REA Mac Macaulay (triple jump), Lieut. Rees Ward

ATHLETICS

(5,000m.), and MEM Errol Johnson (4 x 400m. relay). FCPO Dinger Bell (RNDQ) is team manager.

ALSO THIRD

The women's match also saw the Navy finishing third, with the W.R.A.C. second and the W.R.A.F. first.

CWren Jane Walsh (H.M.S. Raleigh) was unsuccessful in defending her 800m. title, although recording her best time of the season. She did, however, win the 400m. in 58.8sec.

Third place medals were picked up by LWren Maggie Johnson (H.M.S. Excellent) in the 200m., Third Officer Elizabeth Bradley (H.M.S. Pembroke) in the javelin, and Wren Annette Ludford (H.M.S. Excellent) in the discus.

TENNIS

Easy win for the Marines

A strong Royal Marines team won 19 out of 21 matches in the 1978 Inter-Command tennis tournament at Portsmouth. MNE Nash, the R.M. individual champion, was not extended in his singles matches and, indeed, there were very few really close results during the championship, writes Nick Lorimer.

The quality of play varied widely, but the tournament was an enjoyable and well organized event which provided useful match practice for the Navy championships which started at Wimbledon on July 31.

A disappointing feature of the Inter-Command event was the late withdrawal of a team to represent Medway, Scotland and Northern Ireland. It is not the first year this has happened, and must call into question the make-up of command representation.

Navy standard players were absent from the other teams, so the overwhelming win by the Royal Marines came as no surprise.

REA1 John Purdy (H.M.S. Daedalus) and Cdr. Alan Spruce (RNAS Fleetlands) won the Naval Air Command tennis doubles championship.



RELMN(A) Trevor Walhen (left) and WO11 Ted Kelland in action at the Inter-Service athletic championships. The two big men picked up maximum points for the Navy in the shot and discus.



Pictures: LA(Phot) Tony White.



PO Peter Farthing (H.M.S. Heron) leads LAM Ty Lewis (H.M.S. Hermes) in the 400m. hurdles during the Naval Air Command athletics meeting at R.N. air station Yeovilton. LAM Lewis was the eventual winner.

Picture: PO(Phot) P. Holdgate.



MNE Nash, the R.M. champion, in action.

Kenealy's champion

POPT Tim Kenealy (H.M.S. Nelson), one of the most consistent pentathletes in the country, last month added the Inter-Service modern pentathlon championship at R.A.F. Cranwell to his Navy title.

At Cranwell he beat Tony Woodall of the Army to avenge a narrow defeat during the Army-Navy championships, held concurrently at Aldershot. At Cranwell, Woodall had built up a 200-point lead with only the riding to go, but POPT Kenealy produced a clear round to clinch the title.

It was a fitting climax to a season during which he had represented Great Britain several times, most recently against Austria (where he was fifth out of 29) and Hungary.

Second in the Navy championships — and seventh overall at Aldershot — was MNE Chris Nesbit (H.M.S. Nelson) who lacks only consistency from performances which could well gain him junior international recognition.

The Navy team finished second at the Inter-Services, a great achievement after years of being wooden spoonists.

In the national triathlon championships at Crystal Palace, LPT Jim Nowack finished sixth, APP Steve Reynolds eighth, LMEM Ray Anken 16th and PMC Pat Dunleavy 17th.

WOMEN'S BIATHLON

Twenty four Wrens competed in the first ever R.N. Women's biathlon championship, staged at H.M.S. Mercury last month. Wren Angie Clamp from H.M.S. Heron took the title in a contest made up of a 200m. swim and 2,000m. cross-country run.

Next step to the full modern pentathlon — only recently accepted as a sport for women — is the W.R.N.S. tetrathlon championship in November. This will involve running, swimming, fencing and shooting, with just riding to be added to make up the pentathlon disciplines.

With a British Women's Modern Pentathlon Association recently formed, the Wrens are making a determined effort to get in at the formative stage of what is certain to become a highly competitive event.

MODERN PENTATHLON

POPT Neil Montgomery (H.M.S. Bulwark) and POPT Dick Mottishhead (H.M.S. Heron) have been involved in the coaching, and the aim is to arrange full Navy and Inter-Service championships. So far the Army and R.A.F. are not involved.

Anglers out in force

The popularity of coarse angling in the Royal Navy was evident at this year's R.N. coarse angling championships. A hundred fishermen, representing 24 teams from ships and establishments all over the country, assembled at Hampton Ferry, Evesham, for the event.

Recent rain and a change in temperature caused poor catches, and the best weight of the day was a 5lb. 2oz. chub that earned CMEM(P) John O'Connell-Davidson the title of Navy champion.

The team event was hotly contested, with the veteran anglers of Portsmouth R.N. and R.M.A.A. — led by Ian Epps (ex-R.M. Band Colour Sgt.), and backed by George Mundy (ex-CPO), John Wakefield (ex-MEM(P)), and Ron Bawley (ex-CMT) — winning with a total of 83 points.

Team placings were — 1, Portsmouth Associates; 2, H.M.S. Defiance B; 3, H.M.S. Osprey A; 4, H.M.S. Defiance A; 5, H.M.S. Sultan A; 6, W.E. Submariners. Overall individual positions were — 1, CMEM(P) John O'Connell-Davidson; 2, CPO J. Cowan; 3, REM George Connery and Mr. John Wakefield; 5, LMEM Dunn; 6, LMEM L. Meadows; 7, CEM Tony Watson.

Royals win Queen's Medal again

For the third year running a Royal Marine has won the Queen's Medal for the Champion Shot of the Royal Navy and Royal Marines. Shooting in the Services Skill-at-Arms meeting at Bisley, WO2 Timber Wood of Salerno Coy Group beat 84 other RN and RM competitors, including three former Queen's Medallists, writes Roger Herbert-Smith.

In the five stages of the competition he scored 731 points out of 900, 13 more than the runner-up, Cpl. P. N. Beeston (CTCRM). WO2 Wood also won the RNRA 50th Anniversary Cup for the highest score in the final stage.

LAM Mick Mifflin (RNAS Yeovilton) is the Royal Navy's Champion-at-Arms for the first time with the best record in the RN rifle, pistol and sub-machine gun championships this year. For this he was awarded the Ramsay Trophy for which he was runner-up in 1974.

SERVICE RIFLE

The R.N. Service Rifle Champion for 1978 is PO Keith Ellett, also from Yeovilton, who scored 691 points out of 900, three ahead of CPO R. F. Hopkins (H.M.S. Cambridge). Ellett was runner-up to Mifflin for the Ramsay Trophy and finished fifth in the Queen's

Medal competition.

The Target Rifle Championship was won by CPO R. B. White (RNAS Culdrose) after a tie shoot at 1,000 yards with Lieut. Charles Dickenson (H.M.S. Antrim), both firing nine shots before the tie was decided. CPO White, who was competing in the Navy meeting for the first time, also won the Tyro Championship and the Hutton Tankard for the highest score in the Bisley Cup match.

Lieut.-Cdr. Trevor Chapple (H.M.S. Excellent) won the NRA silver medal after a tie shoot with CPO Mick Reed, the Air Command team captain, while PO Ellett won the NRA bronze medal for the highest score in the final stage of the Pistol Championship.

R.N. Pistol Champion for the second time was Lieut.-Cdr. John Adshead, the officer-in-charge of the R.N. Detachment at Bisley, with last year's champions,

CPO Reed, finishing runner-up.

CPO Peter Hobson (HMS Broad-sword), Sub-Machine Gun Champion for the past two years, failed narrowly to complete his hat-trick, coming second this time to LAM Mifflin who won his first championship. The Kendall Trophy for the best tyro in the SMG Cham-

BISLEY

pionship went to LRO B. S. Richards (H.M.S. Drake). The Plymouth team also provided the winner of the UIT Pistol Cup and the Keymer Cup in CPO Terry Mash, who is serving with the Royal Marines at Poole.

In the team events, the Aldershot Cup, which is competed for by the three R.N. Command teams and two R.M. teams, was won by Commando Forces for the first time, two points ahead of Air Command.

INTER-COMMAND

No one Command dominated the principal Inter-Command matches, Air winning the Service Rifle and Service Pistol Cups, Plymouth and Scotland and

Sub-Machine Gun, and Portsmouth and Medway the Bisley Cup and the Air Command Cup for target rifle. Thanks to their training on the electric target range at Trevel, Plymouth also won the ETR and moving target matches. The Plymouth team captain, CPO Bill Veal, who was shooting in the Navy meeting for the last time, was the winner of the Hutton Tankard (SR) and the Georges' Trophy.

In the National Rifle Association meeting, the Navy's greatest success was the winning of the Whithead Cup, the Inter-Service Pistol Match, for the third year in succession and the fourth time in five years. Lieut.-Cdr. Adshead and CPO Reed shot in all four winning teams and FCPO Miller was non-shooting captain of the last three. In the Services UIT pistol match the Navy took second place to the Regular Army for the fourth year running.

NAVY FOURTH

The results of the other Inter-Services matches, three of which were won by the Army, were disappointing for the Navy whose best position was fourth in the United Service match. The Burdwan Cup

for the best record in these matches was easily won by the Army, with the R.A.F. second, the R.N. third and the Royal Marines fourth.

Both the sub-machine gun and the pistol tiles knock-out competitions were won by naval teams, Plymouth and Scotland taking the SMG tiles and Air Command the Bargrave Deane.

HIGHEST SCORE

In individual competitions Lieut.-Cdr. Adshead made the highest score, 104 out of 105, in the first stage of the Queen's Prize but lost the tie shoot for the bronze medal, and just failed to reach the final.

CPO P. J. Smith (H.M.S. Pembroke) scored a possible at 300 yards in the Donegal and finished second out of more than 1,000 competitors after two tie shoots. He also shot well in the service rifle events and came fourth in the Service Rifle Championship for which there were 425 entries.

To conclude with a smallbore success, Cdr. Peter Probert, the Navy long range 0.22 rifle team captain, won the Open championship in the Hampshire County meeting at Headley Park, dropping only 14 points out of 800.

SPORT

Hurricane Hays hits the Navy!

One of the most remarkable innings ever seen on the U.S. Ground at Portsmouth came in the last innings of the Quidnuncs against the Royal Navy. Set two get 204 to win, they scored the runs in 19 overs, writes **Derek Oakley**.

The leader of this onslaught was David Hays, former Cambridge University and Middlesex player, whose first 50 took 29 minutes, his second 50, 20 minutes, and his last 50, came off nine balls, a feat which ranks as one of the fastest of all times in any standard of cricket.

His not out innings of 161 included 11 sixes and 15 fours. Until his arrival the game had been evenly balanced, with a number of Navy players adding to their reputation.

In the first innings, CPO Tony Izzard scored a controlled 68 while useful contributions came from Sub-Lieut Charles Gilbert (37) and Lieut Rob Fulton (34). In the second innings Fulton played a majestic innings of 64.

DEVON DEFEAT

At Mount Wise, Devon, mustered only 163 off their 55 overs, with Lieut Peter Bowden taking five for 31. This was backed up by some excellent fielding and catching. The Navy in their turn scored very slowly. Only Fulton (31) managed to stay, but the Navy fell behind the clock and too much pressure was put on the later batsmen. The Navy finished two runs short with their last pair together.

OLD NORE

The Navy played two home matches at the Old Nore Command at Chatham, the first a reinstated match against Kent 2nd XI, captained by Brian Luckhurst. A strong Kent batting side scored 240 for five wickets, only Bowden (3 for 38 off 15 overs) causing the batsmen much trouble.

Slow progress was made in batting against some very fast bowling by Dillay (3 for 11) and although most batsmen scored some runs, particularly Gilbert with 46 and Lieut Peter Fogden with 25, the Navy were all out in the last over for 159.

BRITISH POLICE

On the following day against the British Police, a slow start left the Navy behind the clock until spirited batting by Gilbert and Lieut-Cdr Bruce Carter (who both scored 40) ably supported by Mid. Nick Mayhew and Lieut-Cdr John Lucas, both with 35, produced a respectable total of 200 for six.

Green's bronze

AB Wayne Green (H.M.S. Ajax) won a bronze medal at the multi-nations boxing tournament in Halle, East Germany. Captain of the England team, AB Green beat strong Russian and Bulgarian opponents before going out on a split decision to the East German who went on to win the gold.

While LPT Paul Kelly (H.M.S. Endurance) is captaining England's boxing team at the Commonwealth Games in Canada, Navy light-heavyweight AB Tom Taylor (H.M.S. Huberton) has been picked to represent England in an international tournament in Vienna on August 4-7.

CRICKET

When they batted the Police initially struggled for runs against Bowden, Brooks and Michels, but the score mounted steadily and the Navy were beaten by six wickets with two overs to go.

ROBINSON CENTURY

On a beautiful batting wicket at Portsmouth, the Navy had lost two early wickets for 16 runs when Lieut Mike Robinson joined Lieut Tony Ellis. Robinson, dropped before he had scored, soon set about a strong Civil Service attack. Although losing Ellis for 26 with the score at 102, he con-

tinued to dominate the innings with some majestic strokes all round the wicket.

His 149 in just over 2½ hours laid the foundation for the highest innings scored by the Navy since the introduction of 55-over cricket. Robinson's innings contained two sixes, one five and 22 fours. Lieut Charles Gilbert, although dropped twice gave him able support and was finally run out for 51.

A total of 175 for seven gave the Navy bowlers something to play with, but aggressive batting by the Civil Service kept them up with the clock to the half-way stage. At this point, PO John Michels was introduced into the attack and his accurate medium pace swing bowling brought the final demise of the Civil Service.

In 13 overs, he took five for 43, which left the Civil Service all out for 187.



H.M.S. Dryad's team celebrate in the water after winning the Portsmouth Area swimming championships in H.M.S. Temeraire. Between them they won the medley race, freestyle and championship trophies. H.M.S. Nelson were second, Mercury third and Excellent fourth.

From left to right are Wren Fiona Dunger, LWPTI Judy Cotterill, Wren Ann Bevan, Wren Diane Whiteman, Wren Jayne Kingsley, Second Officer Pamela Ringrose, Wren Judy Skinner, Wren Ann Mackie and Wren Barbara Jones.

Portsmouth Command's victorious golfers wouldn't really tee up on team-mate CPO Trevor Rhodes's head, would they? From left to right are Lieut.-Cdr. Roger Greenwood, Lieut. Roger Hockey, Lieut.-Cdr. David Christie (capt.), CPO Clive Shinn, Lieut.-Cdr. Alec Wallace, and Lieut. Alan Bray.

Picture: Wren(Phot) Gwyneth Lloyd

EDMUNDS MAKES IT A HAT-TRICK

Local knowledge and considerable strength in depth enabled Portsmouth Command to win by 50 shots the Inter-Command stroke play championships held at Blackmoor Golf Club, writes **John Weekes**.

The Navy Open championship was won by Lieut. Malcolm Edmunds (H.M.S. Hermes) for the third year in a row.

Portsmouth's six players all achieved a place in the leading 20 of the 51 golfers competing, and it was this lack of any "passengers" in their team that was their chief advantage over other Commands.

Their most successful team member was Lieut. Roger Hockey (Excellent), who was also runner-up in the Open Championship played concurrently, but the others all deserve mention — Lieut. Alan Bray (Dryad), Lieut.-Cdr. Roger Greenwood

It is over 40 years since this feat was last accomplished, but Lieut. Malcolm Edmunds (H.M.S. Hermes) was a most worthy Open champion at Blackmoor for the third year in a row with a fine score of exactly 300 shots for the four rounds of golf.

TO PRESS

The only player to press him was Lieut. Roger Hockey, who at one stage in the final round was actually two strokes ahead. Roger finished with 306 and, like Malcolm, played all four rounds in less than 80 shots apiece.

Four shots further back in third place was Lieut.-Cdr. Richard Moore (Portland), while in fourth place was Surg.-Cdr. Brian Adams (Plymouth), who had started with a fine round of two under par on the Wednesday morning. Two others averaged less than 80 a round, Lieut. Yuill (Daedalus) and CPO Clive Shinn.

INDIVIDUALS

A couple of the individual entries, those not selected for a Command team, also did well. Lieut.-Cdr. Maurice Pancott (Osprey) achieved a total of 326 shots off an eight handicap, while on the same total FCPO Barry Vernon (Vernon) had a great round on Thursday morning of 74, two under par for his then six handicap.

For the Royal Marines, five of their six players had totals within a bracket of a single shot, and it was only his better last round that won the money for C. Sgt. Terry Waterson of CTCRM.

For those of you who are mathematically inclined — apart from one 'no return' there were 35 rounds played in the 70s, 129 in the 80s, 35 in the 90s and two of 100 or more! There is hope still for us longer handicappers if the single-figure gentlemen can hand in such scores.

GOLF

(Dryad), CPO Trevor Rhodes (Dolphin), CPO Clive Shinn (Collingwood) and Lieut.-Cdr. Alec Wallace (Vernon).

Naval Air Command, the 1977 winners, came second, beating Plymouth by two shots in a photo finish.

The experiment of including golfers from the Fleet in a team combined with Medway proved successful and will be continued for a two-year trial period. Royal Marines and Scotland are going through a rather lean time on the golfing field at present but will doubtless come good again in the future.

MORE DIFFICULT

Many Command golfers found Blackmoor more difficult than last year's venue at Yeovil, and this was reflected in the scoring. More than 300 extra shots were played by those whose scores counted in the following Command totals — 1, Portsmouth, 1,591; 2, Naval Air, 1,641; 3, Plymouth, 1,643; 4, Fleet and Medway, 1,662; 5, Royal Marines, 1,694; 6, Scotland, 1,725.

OPEN CHAMPION

When certain competitions are won by the same person for the third year in succession, the cups become the property of the winner. Luckily this does not happen in Navy golf, otherwise we would be a couple of trophies short.

Volleyball

H.M.S. Sultan-Centurion won a R.N. Women's Volleyball Association tournament at H.M.S. Nelson. The combined team beat H.M.S. Temeraire 15-12, 15-10 in the final.

WHEN WHAT AND WHERE

- AUGUST**
- 1—Modern pentathlon: British junior championships (Walton).
 - 1-5—Tennis: RN lawn tennis championships (Greenwich and All England Club, Wimbledon).
 - 1-6—Sailing: Cowes Week.
 - 2—Cricket: RN v. United London Banks (Bank of England, Roehampton).
 - 3—Cricket: RN v. MCC Young Cricketers (Portsmouth).
 - 4—Cricket: RNCC v. Free Foresters (Mount Wise).
 - 4-6—Parachuting: Week-end course, RN & RMSPA (Dunkeswell).
 - 5—Cricket: RN (U25) v. RAF (U25) (Vine Lane, Uxbridge).
 - 5-6—Model aircraft: RAF championships (RAF Halton).
 - 6—Cycling: RN & Inter-Service 100-mile TT (Hereford).
 - 7-8—Tennis: Inter-Services (All England, Wimbledon).
 - 8—Cricket: Navy Cup Final (US Ports-

- mouth).
- 9-10—Swimming: Inter-Services (Army venue).
- 10-13—Modern pentathlon: 1st leg Ladies' World Cup (Orzonkow, Poland).
- 13—Cycling: Junior 25-mile TT (Liverpool).
- 18-23—Modern pentathlon: Senior/Junior world championships (Jonkoping, Sweden).

- 19—Cricket: RNCC v Stragglers of Asia (Portsmouth).
- 19-22—Modern pentathlon: 2nd leg, Ladies' World Cup (Jonkoping, Sweden).
- 20—Cycling: RN & Inter-Service 12-hour TT (Ringwood).
- 26-27—Cycling: Inter-Service 2-day RR (Kinloss).
- 28—Rifle: Inter-Service smallbore pistol match (Bisley).
- 29-1 Sept.—Modern pentathlon: 3rd leg, Ladies' World Cup (Manchester).

SEPTEMBER

- First week
- 2—Swimming: RN long distance championships (Lake Bala); Athletics: Braemar Games (Scotland).
- 4-7—Golf: Inter-Command match play championships (Royal Cinque Ports GC, Deal).
- 5-6—Kayak: Eccles-Bungay (Norwich).
- 6—Angling: NAC & open championships (Portland).

All aboard for naval nuptials

Royal Navy history was, it is claimed, made on July 15 when an Aberdeen couple were married on board the Island-class offshore patrol vessel H.M.S. Shetland. It was believed to be the first time a wedding has taken place in an R.N. ship.

Bridegroom was MEM1 David Ross (19), who asked to have the wedding on

board and chose the date to coincide with the first anniversary of the commissioning of the Shetland at which, as youngest member of the ship's company, he helped cut the cake.

Bride was Miss Angela Christie and the wedding, conducted by the Rev. Murdoch McKay (chaplain of Aberdeen Hospitals), took place at Aberdeen during a routine break for the Shetland from offshore

fishery protection and oil rig surveillance duties in the North Sea.

● A "legal note" received by Navy News says that the wedding could not have taken place on board ship in England, where the premises must be licensed for marriage. Under Scottish law, it is the person officiating who is licensed, not the premises.

N-TRUST RATES ARE REVIEWED

N-Trust's first cost-of-living review comes into operation on October 1, when units of both benefit and contributions increase by 14.4 per cent.

Regular increases to maintain the real value of the security offered for dependants were pro-

mised when the scheme started in 1976, although it was decided last year that because of Servicemen's financial difficulties there should be no rise.

With the increase from October, the new unit of benefit will provide an income, starting on the death of a member, of £57.20 each month, instead of the present £50. This sum increases during payment by four per cent. a year.

NOT JUSTIFIED

It has been considered that a bigger contributions rise would not be justified while Service pay still lags behind comparability with civilian counterparts.

Allotment payments will be increased for present members, while new ones start at the higher rate. Any existing member who feels he cannot afford the increase can "freeze" his contributions and benefits.

SIX MEMBERS

Of the 136 officers and ratings who have died since 1976, only six were members. Dependents of the six are now receiving monthly payments which will amount to well over £200,000.

Details of the cost-of-living review can be obtained from Pay Offices or from DCI(RN) 461/78.

THE ROYALS MAKE GOOD SWORDSMEN!

A Royal Marines detachment serving on remote South Atlantic islands where the population is outnumbered 300 to one by sheep are Royal Navy winners of the Wilkinson Sword of Peace for 1977.

The Wilkinson awards are made annually to the unit of each of the three Services judged to have made the most valuable contribution towards establishing good relations with the people of the community at home or overseas with which they were stationed.

Jetfoil for Navy

A Boeing Jetfoil, ordered for evaluation by the Royal Navy, is due for delivery towards the end of next year. The craft, capable of speeds of 43 knots when its two foils are in use, is to be tested in the fishery protection, offshore patrol and other roles.

The order was placed by MOD with Boeing Marine Systems for the 117-tonne hydrofoil, which will be similar in many respects to the passenger-carrying version in operation for several years.

Latest winners were presented with their swords by the Chief of the Defence Staff (Marshal of the Royal Air Force Sir Neil Cameron) at Cutlers' Hall, London, on July 21.

Major J. M. Willoughby, R.M., received the Royal Navy award on behalf of Naval Party 8901, which he commands and which comprises 42 R.M. officers and men based at Moody Brook Camp, near Port Stanley, in the Falkland Islands.

Naval Party 8901 is the only permanent British Service presence in these remote South Atlantic islands, and the detachment has made a significant contribution towards sustaining the

morale and welfare of the civilian community during what has not been an easy period for the islands politically.

In particular, during 1977, a major contribution was made to maintaining communications, which are of vital importance between the widely scattered islands. Valuable assistance was given to the Falkland Islands Government Air Service, especially by the officer commanding who flew 150 hours on FIGAS Beaver float planes during the winter of 1977 to alleviate a pilot shortage. On most flights he was accompanied by a member of the detachment acting as crew member.



Ski jump man wins £25,000

The invention of the Ski Jump take-off ramp to be fitted in Royal Navy ships carrying Harrier aircraft has won an award of £25,000, one of the largest ever made in Britain for a military invention.

The device allows a larger weapon or fuel load to be carried, with a shorter deck run for take-off. As a bonus, it introduces a significant safety margin when the ship pitches, or if something goes amiss as the aircraft takes off.

Conceived and developed by Lieut.-Cdr. Doug Taylor for use initially with the Sea Harrier, the Ski Jump is essentially an upward curving runway which at take-off gives an upwards semi-ballistic trajectory to the aircraft.

STUDIED IN DETAIL

Lieut.-Cdr. Taylor refined his original ideas and calculations during a year at Southampton University, with support from Professor I. C. Cheeseman. Hawker Siddeley Aviation, now part of British Aerospace, were quick to see the advantages, and the calculations were studied in detail under the direction of chief designer John Fozard.

A year of successful trials at the Royal Aircraft Establishment Bedford have explored take-off angles of up to 15 degrees, and will go on to investigate angles up to 20 degrees.

INVINCIBLE CLASS

Initially, the Ski Jump will be fitted in ships of the Invincible class, now being built.

The Minister of State for Defence, Dr. John Gilbert, presented the cheque for £25,000 in London in July to Lieut.-Cdr. and Mrs. Taylor, who contributed the name Ski Jump when looking at some of her husband's drawings.

The choice of name gave him a clue how to prove that his invention could work.

In view of the as yet unassessed benefits of the device in other areas and in foreign sales, the award is an interim one.

Lieut.-Cdr. Taylor joined the Navy in 1945 as an ordnance artificer apprentice and won an engineering cadetship to the R.N. Engineering College in 1947. He has served in the aircraft carriers Glorious, Eagle, Victorious and Ark Royal as well as at many naval air stations.



Nearly 28,000 people — an all-time record — turned up to board the 11 ships, including H.M.S. Jupiter (seen here), which were open to the public at Rosyth Navy Days in July.

Vessels of NATO's Standing Naval Force Atlantic, including H.M.S. Pheobe, were among the ships open, so were R.N. ships Cleopatra, Ariadne, Aurora and Zulu.

Many other ships were on view and there was a helicopter display, a programme by divers of the Scotland and Northern Ireland Explosive Ordnance Disposal Team and unarmed combat demonstration by Royal Marines of 45 Commando based at Arbroath.

Picture: LWREN Cath Dixon

It's money in the bank!

Leading rates are now being paid direct to bank as another step is taken towards this system for all naval personnel.

From August 1 leading rates who had not already chosen to be paid like this will have their pay credited to a bank account monthly. They will include equivalent ranks and rates in the R.M., WRNS and QARNNS. Present allotment facilities will continue.

As the August 1 dateline neared, the

number due to make the transfer was about 2,000. Those within six months of leaving the Service may continue the cash payment method.

Although it is not at present proposed to make bank payments compulsory for able rates and below, they too are being advised to consider the advantages of changing. Many new entries already opt for this system from the start of their careers.

VOTES

Continued from Page One

Forms have to be filled in, and the Navy is leaving no stone unturned to ensure that every man and every wife is included.

Ships and establishments are given strict instructions that forms for the wives are not to be sent via their husbands, but forwarded direct by letter.

The direct letter system applies even when a couple are separated, since the wife continues to be legally a Service voter.

The requirement remains that the forms have to be attested after completion by a commissioned officer, fleet chief petty officer, chief petty officer, petty officer (or equivalent), or an officer of a U.K. Government department.

In the case of the wives, the form may alternatively be attested by a justice of the peace, doctor or clergyman to whom they are personally known.

Service personnel (and their spouses) who are over 18 on entry retain their civilian voting rights until they appear as Service voters on a register based on the next qualifying date.

Although civilians have to register every year, the once-in-a-lifetime procedure remains in force unless a qualifying address is changed. In other words, if a Service voter wants to vote (for instance) in Pompey instead of Plymouth, a new form has to be filled in and attested.

Under the 1979 arrangements, forms issued to the wives will be accompanied by a special explanatory notice.